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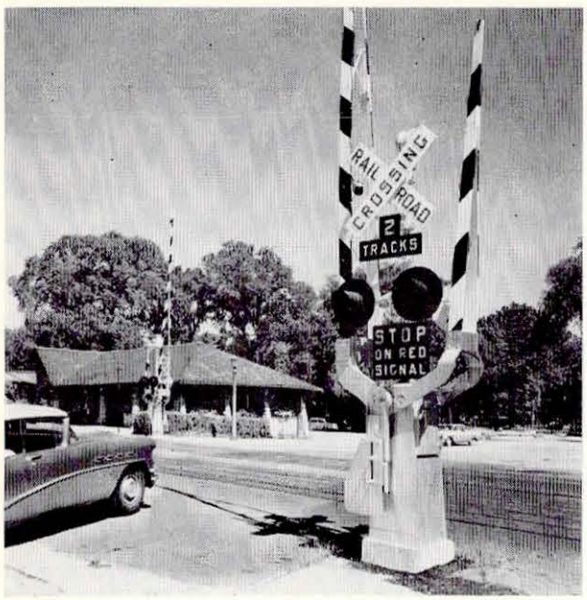
June 30, 1958

RAILWAY AGE *weekly*



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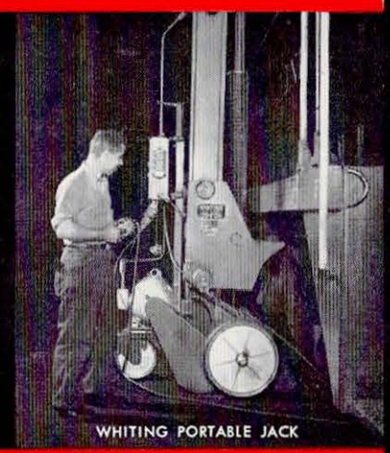
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RAILWAY AGE *weekly* June 30, 1958 • Vol. 144, No. 26

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3% freight tax will go August 1 ..... p. 9

Repeal of freight levy wins approval of Senate-House conferees, but 10 per cent passenger fare tax will continue. Veto by White House not considered likely. Compromise represents victory for Senator Smathers.

Railway labor gets a challenge p.10

Revision of "featherbedding" rules could help pull passenger service out of the red, industry leaders tell ICC inquiry. Other recommendations: less rigid regulation of fares and service, assessment of user charges against government-subsidized competitors.

AAR Mechanical division looks at its problems p.13

Financial squeeze is preventing railroads from taking full advantage of technological advances, AAR group is told.

Railroads pace the Red economy p.15

Here's the last in the series of reports by Railway Age Publisher Lewis on his recent fact-finding trip to the Soviet Union.

PRR's Pioneer III is ready to go p.18

Six of the stainless steel, electric commuter coaches, built by Budd, will soon enter revenue service on the Pennsy's Philadelphia suburban routes. Each of the cars can be operated singly or in trains of up to 13 cars.

Crossing protection program saves $2 million for C&NW p.23

The saving amounts to about 59 per cent annually on the capital being invested in the program. Work is scheduled for completion this year.

Jersey Central streamlines passenger organization p.25

The new setup, in effect since May 16, combines traffic and operations by putting sales and service under a single head. It is one of the ways the road is reducing its passenger-service losses.

How to spot tamp one mile of track a day p.26

The key role, of course, is played by mechanization. One railroad now works with 15-man gangs, equipped with machines, instead of the 55-man gangs formerly used.

CNS&M Files for abandonment p.32

Describing its cash position as "acute," the venerable North Shore has asked the ICC and regulatory commissions in Illinois and Wisconsin for permission to abandon its entire line. Its losses since 1947 amounted to over $4.3 million.

No matter what others may claim for their equipment, THIS FACT REMAINS . . .

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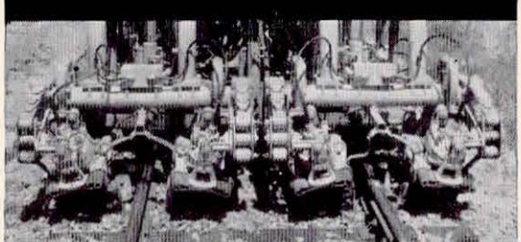

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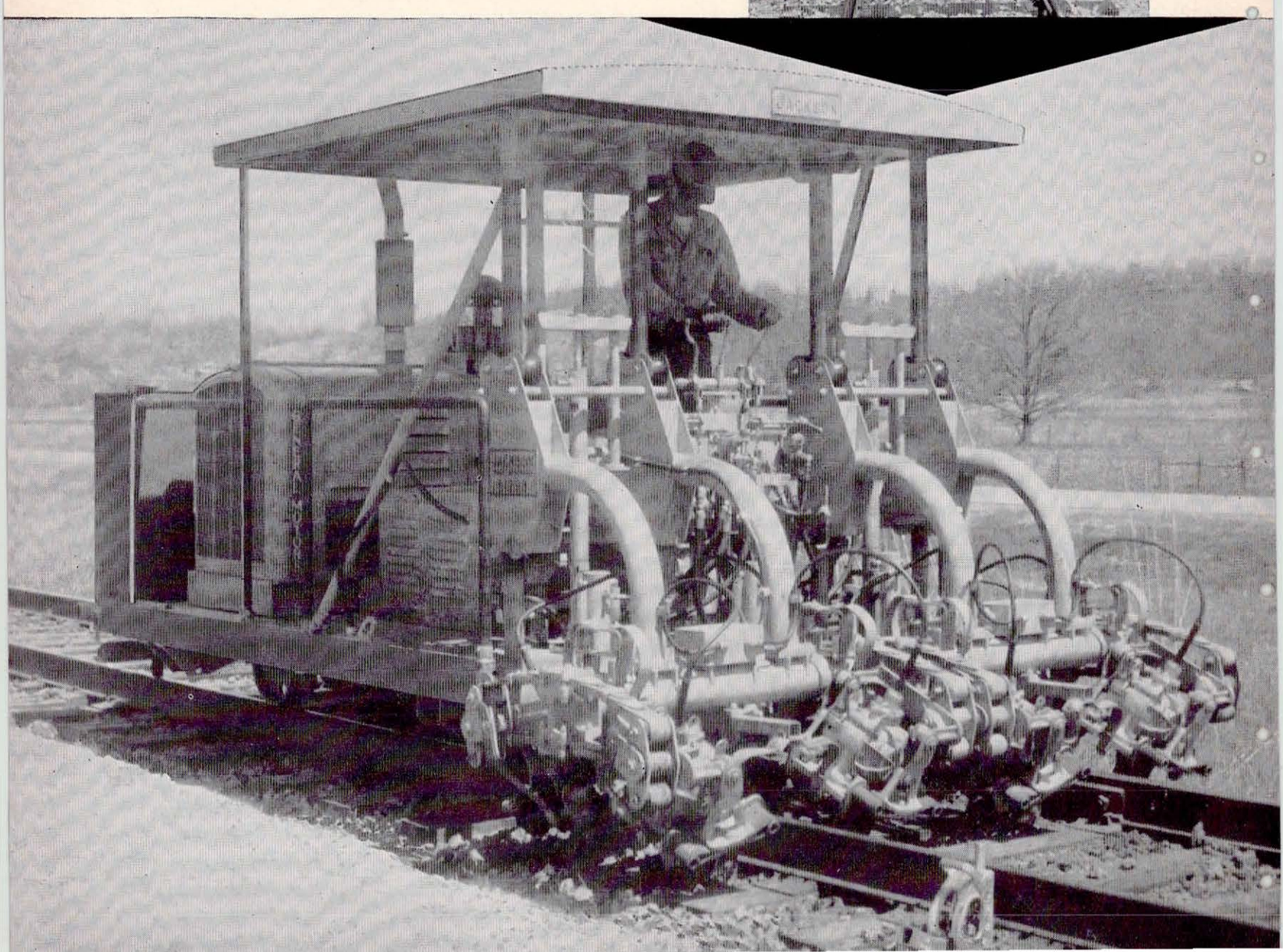

Week at a Glance CONT.

Current Statistics

Operating revenues, four months	
1958	$2,983,507,940
1957	3,464,282,646
Operating expenses, four months	
1958	$2,483,864,167
1957	2,714,611,018
Taxes, four months	
1958	$280,142,026
1957	364,266,686
Net railway operating income, four months	
1958	$121,538,857
1957	295,635,763
Net income estimated, four months	
1958	$48,000,000
1957	224,000,000
Average price 20 railroad stocks	
June 24, 1958	77.87
June 25, 1957	90.63
Carloadings revenue freight	
Twenty-four weeks, 1958	13,044,205
Twenty-four weeks, 1957	16,360,899
Average daily freight car surplus	
Wk. ended June 21, 1958	75,077
Wk. ended June 22, 1957	24,596
Average daily freight car shortage	
Wk. ended June 21, 1958	834
Wk. ended June 22, 1957	3,134
Freight cars on order	
June 1, 1958	30,386
June 1, 1957	97,006
Freight cars delivered	
Five months, 1958	27,138
Five months, 1957	43,034

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Spending put at $706.4 million p.34

That's the amount Class I railroads now plan to spend in 1958, according to ICC estimates based on actual first-quarter expenditures and estimated second, third and fourth quarter expenditures. It's 49.3 per cent less than they spent in 1957.

The Action Page—No let-up now! p.38

The 1958 transportation legislative program is a big step in the right direction—but it's only a step. Railroads must get completely out of the governmental "time lag" that has enmeshed and retarded them. To do this, the industry must continue relentlessly its program of public education.

Short and Significant

MoPac's pro-passenger traffic efforts . . .

are making the road's optimistic viewpoint look good. The Thrift-T-Sleeper service, inaugurated recently on the "Colorado Eagle," has been running to capacity but isn't taking business away from the rest of the train. Moreover, President Russell L. Dearmont reports, MoPac passenger revenues from Rio Grande Valley territory climbed 39 per cent in the two weeks after the road cut fares.

A federal court has forbidden Massachusetts . . .

to interfere with New Haven plans to end commuter service on Boston's Old Colony line. However, there are indications service may be continued under the terms of a compromise agreement reached at a conference attended by New Haven President George Alpert, Massachusetts Governor Foster Furcolo, Boston Mayor John Hynes and others. The plan will be presented to a state legislative commission investigating railroad transportation.

Proposed St. Lawrence Seaway tolls . . .

leave the Association of American Railroads with "serious doubt" that such a schedule would produce sufficient revenue to make the project self-liquidating. That's only a tentative appraisal. The association plans to analyze the basic concepts upon which the toll schedules are predicated. It will present its "considered views" at the hearing which the St. Lawrence Seaway Development Corporation has scheduled for August 6.

Transfer of Seaway supervision . . .

from the Secretary of Defense to the Secretary of Commerce has been ordered by President Eisenhower. The Secretary of Defense will continue in charge of construction work but the Secretary of Commerce gets control over general policies of the Development Corporation, operation and maintenance of the Seaway, rules for the measurement of vessels and cargoes, and toll rates. Some Congressional proponents of the Seaway opposed this transfer and bills have been introduced to make the Corporation an independent agency.

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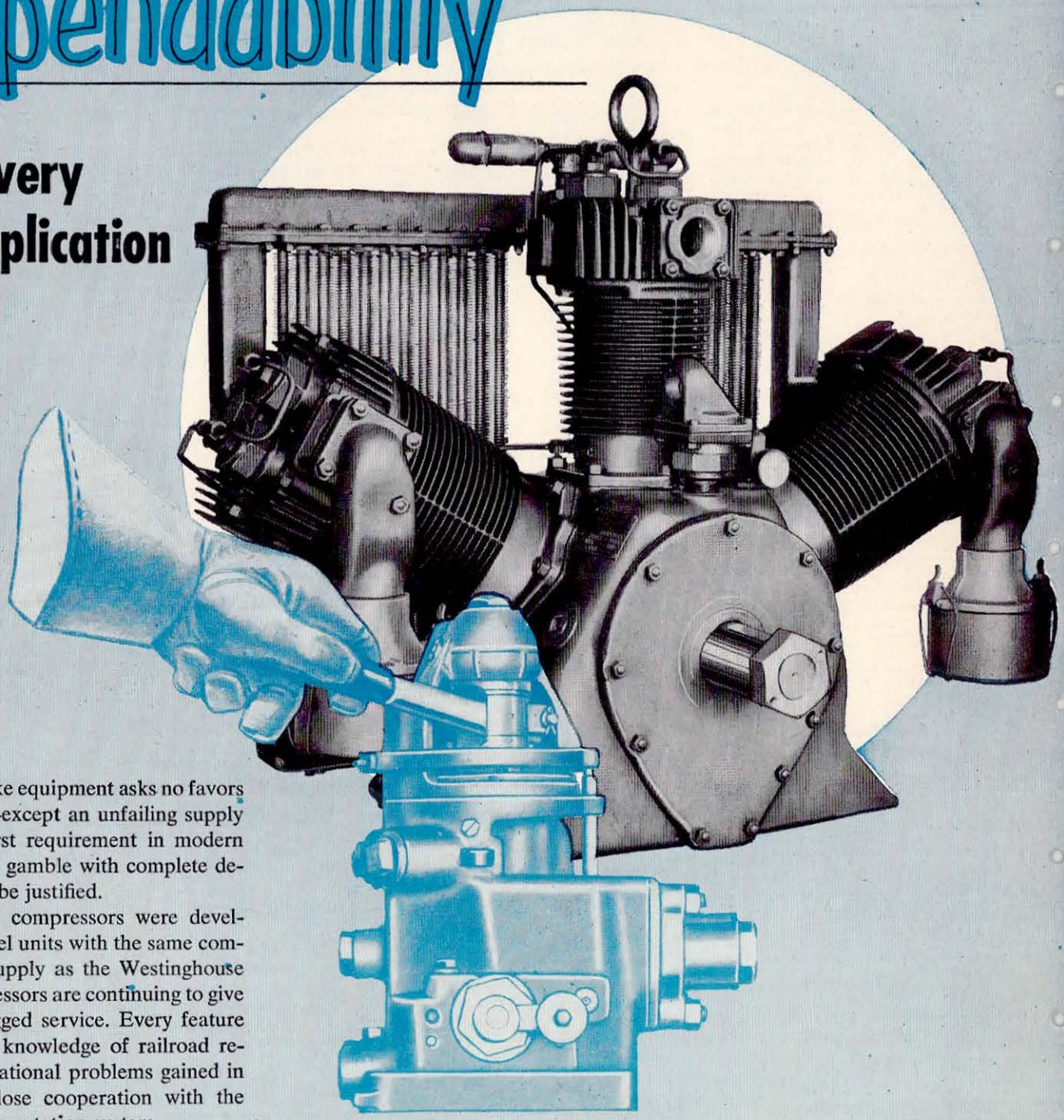

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3% Freight Tax Will Go August 1

Senate-House compromise provides for repeal of freight excise levy, but continues the 10 per cent tax on passenger fares. Presidential veto held unlikely in spite of Administration opposition to tax cuts.

The 3 per cent freight tax will be repealed, but the 10 per cent tax on fares will stay.

That's the compromise reached by the Senate-House Conference Committee on the Senate's proposal to end both taxes and the House's no-repeal stand. The repealer becomes effective August 1 and it applies also to the 4½ per cent tax on amounts paid for transportation of oil by pipeline.

It was an amendment to a bill continuing the present corporate income-tax rate of 52 per cent and extending several excise taxes which would have expired June 30.

The compromise was reached at a June 26 meeting of the Conference Committee, and the conferees followed through promptly to file their report in the Senate and House.

Chairman Byrd of the Senate Finance Committee, who headed the Senate conferees, said he would call up the report for adoption by the Senate that day. Chairman Mills of the House Ways and Means Committee, who headed the House conferees, pointed out that House rules require conference reports to lay over a day after they are filed, which would put House action off until June 27.

Favorable House action was anticipated. Several members spoke out in favor of the repealer after the Senate passed it by a vote of 59-25. The Senate vote to repeal the fare tax was 50-35.

Dropping of the freight tax is another victory for Senator Smathers of Florida, chairman of the Senate's Surface Transportation subcommittee which investigated "the deteriorating railroad situation."

He recently piloted through the Senate the proposed Transportation Act of 1958, which would carry out other recommendations of his committee.

President Eisenhower was not expected to veto the tax bill even though the repealer is an exception to the no-cut agreement between the Administration and Congressional leaders. Much revenue would be lost if the taxes scheduled to expire June 30 are not extended.

The 3 per cent tax (it's 4 cents per short ton in the case of coal) applies to amounts paid for any type of for-hire transportation except by pipeline where the 4½ per cent levy applies. There is no comparable tax on private carriage. Repeal will save shippers about $485 million a year of which about $35 million is the yield from the tax on pipeline charges.

Repeal was supported by all for-hire carriers and by shippers generally. It had few, if any, opponents. No one argued that repeal was not desirable, but revenue considerations kept the tax on.

President Daniel P. Loomis of the AAR said recently that repeal "would not only help stem the tide toward 'doing-it-yourself' in transportation—with its growing diversion of traffic from for-hire carriers —but it could also be an important business stimulant. . . . No better way could be found to cut production costs than by repealing this levy which pyramids mark-ups in prices of everything we buy."

Thanks for Your Help. . .

. . . might have been the theme as 22 railroad presidents gathered for an informal press conference before an 81-ft exhibit of newspaper editorials. The Grand Central exhibit contained 1,071 clippings of editorials and cartoons supporting modernized railroad regulation.

On hand to salute the press for helping make the "deteriorating railroad situation" a public issue were: front row, left to right: James Symes, PRR; Patrick McGinnis, B&M; R. N. Shields, P&WV, Harry W. Von Willer, Erie; Felix S. Hales, NKP; R. E. Sease, NYS&W; Alfred E. Perlman, NYC.

Second row l. to r.: Fred W. Okie, Union RR; D. E. Smucker, DT&I; Perry M. Shoemaker, DL&W.; W. Arthur Grotz, WM; Robert I. Huyler, L&HR (wearing dark rimmed glasses at far right).

Third row l. to r.: W. Gordon Robertson, BAR; C. A. Major, LV; J. W. Barriger, P&LE; Stuart T. Saunders, N&W; J. A. Fisher, Reading (hidden except for top of head); S. T. W. Green, L&NE; Arthur K. Atkinson, Wabash.

Last row l. to r.: H. E. Simpson, B&O (looking away from camera); E. T. Moore, JCL; and A. T. Danver, Rutland.

Railway Labor Gets a Challenge

A challenge went out to railway labor last week to help save the nation's deficit-ridden passenger trains by agreeing to revision of "archaic" work rules.

The "featherbedding" problem was spotlighted in the testimony of leading industry spokesmen during the wind-up of a two-year ICC inquiry into the passenger service deficit.

None of the railroad witnesses held that labor alone could pull passenger trains out of the red. They pinned most of the blame for the deficit on (1) over-regulation of passenger train fares and service and (2) government-subsidized competition—i.e., tax-built highways and airways that have siphoned passengers from the privately-supported and tax-paying rails.

But, as Fred Carpi, the Pennsylvania's vice president—sales, pointed out, outmoded labor agreements pose "one of the most difficult aspects of the entire problem."

It is also a problem, noted AAR President Daniel P. Loomis, that the railroads and their employees will have to settle between themselves—with the help of states that now have full-crew laws on their statute books.

Said Mr. Loomis:

"The difficulty experienced by the railroads in securing revenues sufficient to meet their increased costs of operation is greatly aggravated by the so-called full crew requirements of state laws and labor agreements under which a greater number of train employees is required in passenger train operation than necessary for safe and economical operation. . ."

The AAR president was also critical of "the archaic and outmoded basis upon which the railroads are compelled to pay compensation to their train service employees whereby the standard measure for a day's pay is the ancient 20-mph basis of train speed, rather than the 40-mph average speed which prevails today."

He saw evidence, however, that "passenger train service employees are beginning to realize the necessity for modification of some of the burdensome rules." He cited a recent statement by Grand Chief Guy Brown of the Brotherhood of Locomotive Engineers that employees should be willing to consider changing outmoded agreements.

Mr. Carpi of the Pennsylvania called on labor to "take a more realistic attitude toward crew requirements and work with greater cooperation toward solving the problems inherent in cases involving discontinuance and curtailment of service."

He said unrefuted evidence had been introduced "to show how 'featherbedding' rules and other labor conditions produce costly inefficiencies and uneconomical practices."

Ernest C. Nickerson, the New York Central's vice president—passenger sales and service, proposed revision of labor agreements and full-crew laws as point 4 of a five-point program to save passenger service.

"The desire of the railroad brotherhoods to maintain working rules which are favorable to employees is understandable," he said. "But the brotherhoods must understand that the uneconomic provisions of labor agreements . . . are helping to force us out of the passenger business, which

(Continued on page 35)

Watching Washington *with Walter Taft*

• **HARRIS-BILL VERSION** of the proposed Transportation Act of 1958 was posed for prompt House action last week. The Rules Committee cleared the way last week when it recommended adoption of a rule to give the measure priority. House leaders were thus in a position to get the matter disposed of anytime they decided to call it up. Favorable House action would send the bill to a Senate-House conference committee for reconciliation of differences between it and the Senate-passed Smathers bill.

• **AIRLINES** now have about three-quarters of the first class passenger business and more than one-third of the coach business. Recently compiled comparisons for 1957 show that they accounted for 74.3% of the combined revenue passenger-miles then performed in first-class-rail and regular-flight-air services. The airlines also accounted for 37.4% of the combined rail-coach and air-coach business.

RAIL LOSSES don't account for all airline gains. But the two were much more nearly matched in the 1957 showing than in 1956. Last year the increase in air passenger-miles was only about 25% more than the rail decline. In 1956, it was six times the rail loss.

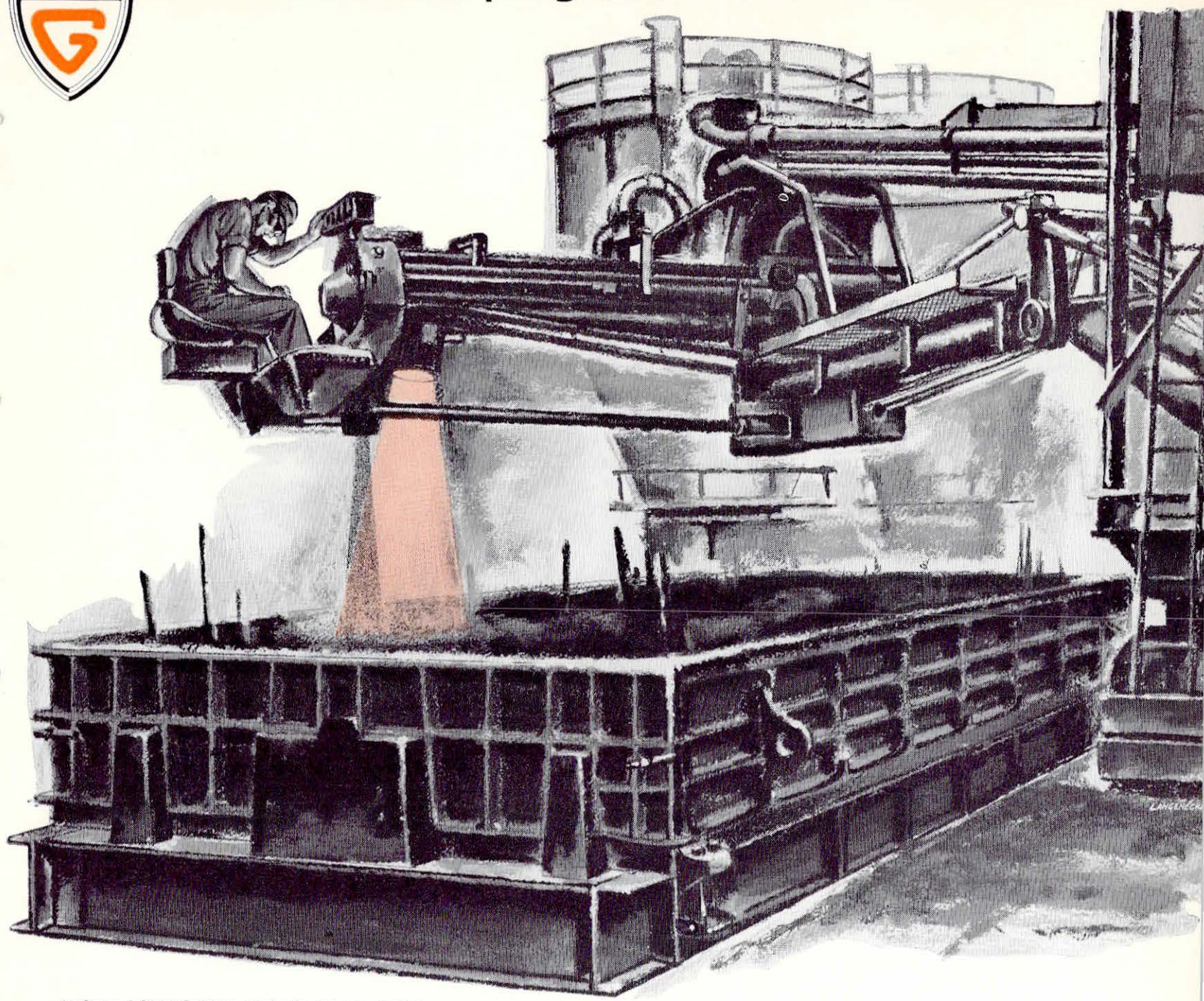
AIR-COACH BUSINESS has become 3/5 as great as the regular-flight business. In the past eight years it has increased 798.4%—from 1.1 billion to 9.5 billion passenger-miles. Meanwhile, railroad coach business was off about 9%. Rail figures exclude commutation, and air figures cover only the regularly-scheduled domestic air lines.

• **DINER DOLLARS** are becoming more expensive. They cost 4 cents more in 1957 than in 1956—$1.46 compared with $1.42. That's the way the ICC's Bureau of Transport Economics and Statistics figures it on the basis of latest available data. In other words, the ratio of diner and buffet expenses to revenues from those services was up from 141.9 to 146.1. The aggregate 1957 loss for all Class I roads was $28.7 million. And the expense figures don't include costs of hauling and maintaining diners, or any overhead.

RANGE OF RATIOS, for roads with at least $1 million in annual diner and buffet revenues, was from New Haven's 101.9 to Union Pacific's 189.6. They were also "end-men" in 1956—but a little worse off, with respective ratios of 102.9 and 190.2.

BIGGEST OPERATORS of diner and buffet services are the Pennsylvania and New York Central. They paid about the same price for revenue dollars in 1957—$1.197 and $1.19, respectively. Next largest operator, the Santa Fe, paid $1.77.

Where railroad progress is cast in steel....



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  - Pulpwood cars
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- *Cast steel box car underframe ends*
- *Latest design 4-wheel and 6-wheel trucks for*
  - Diesel locomotives
  - Commuter cars
  - Passenger cars
  - High speed box and refrigerator cars
  - Caboose cars

Modern railroads run on ideas . . . and one of the biggest is the General Steel concept of combining many separate parts into a one-picce steel casting. This forward step has resulted in great progress for railroads and other industries throughout the world.

Users of Commonwealth castings from General Steel are assured of decreased maintenance costs, improved operation, greater safety and maximum availability of equipment.

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MEMBER

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Current OPERATING DEPARTMENT Questions

Still More About Profitable 'Plan 1' Rates Trucks Can't Resist

The original proposal for rates of the type trucks can't resist was published in our April 21 issue (p. 13). You will recall that the proposal basically called for equality of plan 1 and plan 2 rates at a level just below present plan 2 rates. It was argued that such a rate level would encourage the trucker to give the railroad other than "overflow" business. Comments on the proposal were published in this column May 5 (p. 12), May 26 (p. 13) and June 9 (p. 15). Here is another comment, from a writer who asks that he not be identified.

"I [feel] railroads are hesitant about offering a lower-than-truck-rate plan 1 like that you suggested in your column of April 21. Railroaders say they do not want to take existing truck business away from the highways (except for overflow traffic) because they do not want to have the Teamsters Union against the railroads. By putting truck trailers on railroad flat cars and hence causing truck drivers to be furloughed, we, said one officer, are afraid that the Teamsters Union will strike against both the trucker and the railroad.

"This is one problem that is, in my opinion, very important in the development of piggybacking. I would appreciate any comment that you could give on this subject—maybe it would be possible to run this problem as a 'current problem' in your column. I feel that other railroad men, besides myself, would be interested in reading and commenting about it."

(Is my correspondent right? Does anyone care to comment?—*G. C. R.*)

Where's there an up-to-date review of piggyback?

Committee 5 of the American Association of Railroad Superintendents made a report to the Association on the subject of piggyback during the first week in June. The report is well worth reading, I think.

According to the committee, 18 U. S. and Canadian railroads are now offering plan 1 service. The report comments on plan 1 service as follows:

"Common-carrier truckers have found savings not only in operating expenses by shipping piggyback, but have been able to reduce personnel and dispose of equipment. Because of labor agreements, substituted service (plan 1) cannot be used by certain over-the-road truckers to the full extent they desire since they must use all of their personnel assigned to over-the-road service before they can take advantage of piggyback. We are told some truckers are not supplementing their driver's list when reductions due to causes develop, in order to take advantage of piggybacking. One large trucker has been known to use this service for up to 75 per cent of his business on certain routes. He could do this because a great deal of his service was performed by the so-called contract truckers (gypsy) who would provide a tractor or driver service and not be considered an employee as such."

The Superintendents' piggyback committee polled the various railroads operating t-o-f-c service. The report, therefore, contains a lot of data which probably would prove useful to a road planning to get into the act in the immediate future. For example, there's information on such things as loading ramps, the different sizes of flat cars in this service, and types of tie-down equipment. There's much detail on handling loaded piggyback cars in terminals.

The conclusions of the committee resulted in several recommendations. One was for publishing a directory of equipment (rail and highway) used. There was a strong plea for more simplification and standardization of equipment. For example, it was urged that cars used in piggyback service should have standardized appurtenances for tying down 32-, 35-, 40- and 45-ft trailers.

In the light of the standardization recommendations, I think the following quote from the report will be of interest.

"Most tie-downs reported in the survey fall in the category of jacks, chocks, chains and/or cables, secured to the car by eyes installed in the car floor. This type of tie-down works very readily where trailer has been modified or built for piggyback operation and provisions made for fastening chains or cables to it.

"When non-modified trailers (plan 1) are to be loaded with conventional tie-down equipment, ingenuity must be applied. It must be secured properly, with care taken to avoid damage to trailer frame or landing gear. Of material assistance is the patented king-pin bolster which is provided with a number of loops for fastening tie-downs. . . .

"Generally, two tie-down chains or cables are used on both front and rear ends for longitudinal stress, one slack at rear end and one tight at front end to protect lateral movement. The predominant tie-down is by chain with ratchet turnbuckle, although a few use offset lever to tighten chains or cables.

"There is no universal practice followed as to location of eyes, type of tie-down used, etc. With the number of railroads now engaged in this service and the increasing number of piggybacks being interchanged, it is most important that railroads through their mechanical division establish standards for such equipment.

"Taking into consideration expediency of work by the least number of men with the least amount of devices to be used to safely secure trailers, interchangeability of tie-down attachments is important to attain full use of equipment on a nationwide basis. Simplicity and uniformity creates efficiency and reduces time and money expended."

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

AAR Mechanical Division Looks At Its Problems

Research program is in high gear, W. M. Keller tells 31st annual meeting. Lack of funds, however, makes it difficult for the railroad industry to benefit from technological advances already available. Congress is urged to take action to permit railroads to establish construction reserve funds.

S. M. HOUSTON, (above), general superintendent, mechanical department, Southern Pacific, has been elected chairman of the AAR Mechanical Division for the two-year term expiring in June 1960. He succeeds C. E. Pond, general superintendent of motive power, Norfolk & Western. J. W. Hawthorne (upper left), general superintendent motive power and equipment, Atlantic Coast Line, was elected vice chairman. H. P. Wright (lower left), electrical engineer, Baltimore & Ohio, is new chairman of the Electrical Section; vice chairman is J. J. Schmidt, electrical research engineer, D&RGW.

Inability of railroads to take advantage of available technical advances, because of today's financial squeeze, is the matter of primary concern to mechanical officers.

"Our research has already developed . . . better ways of doing what we do in mechanical departments, if we could finance them," W. M. Keller, AAR vice president-research, told the 31st annual meeting of the AAR Mechanical Division in Chicago last week.

"What is of concern," he continued, "is how to cope with such a situation and how to obtain some of these improvements in equipment in spite of such a situation."

While some AAR activities have been curtailed, and individual railroad development programs cut back, the Research Department of the AAR has been "greatly strengthened in the past year," C. E. Pond, division chairman, reported.

Rules Need Revision

Changes and greater scope of Federal regulations applicable to rolling stock have required work by special groups of the Mechanical Division during the past year. "There is no question that many rules and regulations under which railroads are now operating need revision due to changed conditions and to the progress railroads have made in recent years," Mr. Pond stated.

Cars owned by private car lines came under fire from the General Committee of the Division for poor journal performance. Owners of these cars have been slowest in applying journal lubricators, and the committee urged railroads to take out of service privately owned cars with trucks in poor condition.

At the same time, journal lubricators were reported to show performance two to five times better than loose waste. Mr. Pond reported that his railroad—Norfolk & Western—has gotten a performance three times better.

Methods for approval of journal lubricating devices were altered during the past year. Devices initially given approval for test service are being appraised on the basis of their first year's service and must perform as well as loose waste. If, after 12 months, not more than 100 car sets have been sold, approval will be withdrawn. The new requirements are in addition to earlier standards established by the Committee on Lubrication.

That committee also has recommended factors important in the successful renovation of such lubricators when removed for the 24-month general lubrication attention required since last March 1. The factors are initial inspection; temperature, turbulence and cleanliness of washing oil; period of agitation; final inspection; repair of the devices; and packaging for return to repair tracks.

Poor cold weather performance of some lubricators has led the General Committee to order the development of a basic specification for journal lubricators which will include a cold wicking test.

Other components of the solid journal box assembly are under study. Journal stops of two new types have been approved for test installation. Bearings in a truck of one car fitted with RS journal stops since 1951 are still in service, the committee reported. Changes in design of the actual bearing are being studied. The changes include relocation of the lugs, bearing length, and elimination of the depressed back. "Service life and the efficiency of both dust guards and journal box rear seals can be greatly increased by proper control of journal movement within the journal box by use of approved journal stops," the Committee on Lubrication reported.

Higher Quality Finish

Another attack on the journal problem is a higher quality finish on axle journals. This will be required by a pending letter ballot item recommended by the Committee on Axles.

A jump in ownership of freight cars equipped with roller bearings was reported. At the end of last year, 39,222 cars were equipped with roller bearings—up 8,094 over the previous year.

Increasing interchange of piggyback cars has led the Committee on Car Construction to call for standardization of the cars, attachments and bridges used for t-o-f-c

service. However, standardization should not restrict further development, the Committee continued.

Long cars produced by some builders and railroads are so wide they are clearance problems, the Committee reported. It recommended that all cars be reduced in width when truck centers are 41 ft 3 in. or longer.

Standards for angle cock location are to be tightened to prevent air hose damage and the tripping of dragging equipment devices. A recent check by one AAR inspector found 57.7 per cent of 1,054 hoses damaged by improper angle cock location and passing couplers.

The Committee on Wheels has recommended consolidation of the variety of tread-and-flange contours into a single design to simplify machining and tooling. Presently the one-wear, multiple-wear, and cast steel wheels have separate flange and tread profiles.

Diesel Designs Frozen

Diesel electrics are so standardized, reported the Committee on Locomotives, that a "high penalty on locomotive design progress" is exacted. Compensating for this is the "substantial economies in parts" for the standard diesels.

Locomotive development is active in two areas. The gas turbine freight units of the Union Pacific are steadily yielding additional performance data. The first of 15 new 8,500-hp units soon will go into service after their completion by General Electric.

A General Motors 2,000-hp, twin-cylinder, free-piston engine and turbine will be installed in a locomotive, according to information supplied by the Electro-Motive Division. Laboratory work with a smaller free-piston engine "warrants the field application" of a GM-214 free-piston engine with standard traction generator, traction motors and controls. It will burn the "lowest cost" fuel obtainable.

Perfection of a lightweight, portable "black light" lamp for locating fuel oil leaks in diesel locomotives was reported to the Electrical Section. Successful use of ultra-violet radiation from a battery-operated unit was reported by G. L. Sealy of the Reading. Another maintenance tool has been the utilization of quartz lamps to dry traction motors grounded by moisture.

Present methods for testing locomotive control jumper cables should be replaced with a high-current method, according to the Electrical Section's Committee on Locomotive Facilities.

Loose-Leaf Loading Rules

Late in 1958 or early next year, the present method of issuing the Loading Rule pamphlets will be discarded in favor of a loose-leaf system. The change has been urged for years by shipper groups and some railroad organizations. This is but one phase of an almost complete revision of Mechanical Division publications.

A special task force engaged in a comprehensive review and revision of the Code of Interchange Rules is expected to complete its work in time for inclusion in the Code to be published in 1959. "We are already reaping the benefits derived from this work," Mr. Pond said. "When the project is finished at the end of this year, these savings will be greatly increased."

Brake Cleaning Extension

A major change in maintenance procedure, soon to be voted on, will be extension of mandatory freight car air brake cleaning from the present 36 months to 48 months. This was recommended after an extensive study. Another extension under study would be relubrication of grease-lubricated roller bearings at 36-month intervals instead of the present 18 months.

Conditional certification of automatic slack adjusters for freight cars is possible if standards now set up are adopted.

Legislation Important

The effects of already enacted and pending legislation "ignore the fact that our safety program is one of the best organized and most effective of any industry," R. G. May, AAR vice president, told the Division. "The gradual accumulation of controls—infiltration of government into every phase of operation—will surely impose more financial burdens than this industry can bear," he said.

More realistic depreciation allowances could be a factor in stimulating heavy new railroad capital spending, Mr. May continued. "We urge Congress to take action to allow railroads to establish construction reserve funds on their books as a means, not only to develop better railroads, but also to stimulate and stabilize production and employment in the million-man railroad supply industry. This form of tax deferment is one of the most effective that can be taken to ease the plight of the industry and to assist all who depend on it."

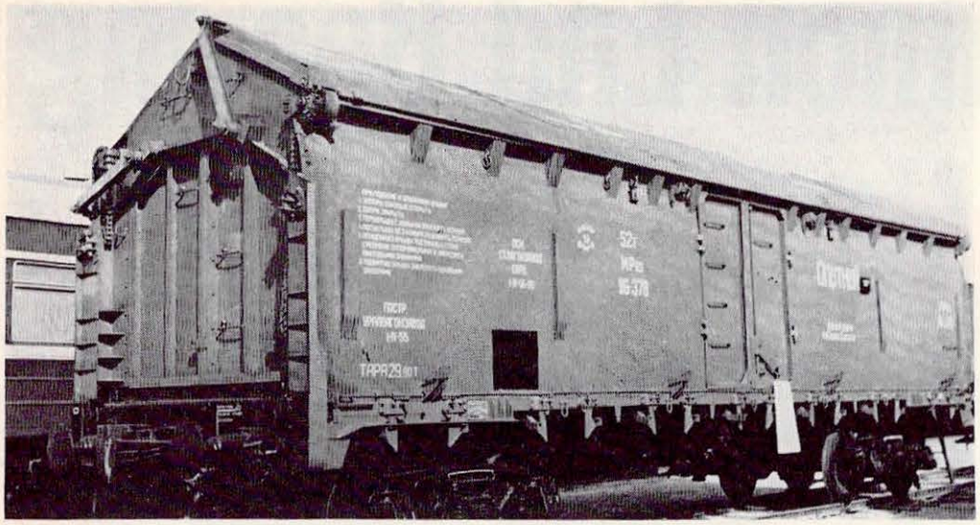
N&W's 2½ YEARS WITH JOURNAL LUBRICATORS

[C. E. Pond, chairman of the Mechanical Division and general superintendent motive power, Norfolk & Western, reported the progress his road has made in the application and operation of journal lubricators. Here is a summary of what he told the Mechanical Division at its 31st annual meeting in Chicago last week. The recession, other mechanical officers reported, has slowed down programs for installing the lubricators.]

Norfolk & Western now has 50,631 cars—81.5 percent of its fleet—equipped with lubricators. Only business conditions will delay completion of this program in 1958. Servicing costs are reduced and renovation is practical. Major problems are poor cold weather performance, increased oil consumption, and journal box design which makes oil sealing difficult. Results of attempts to solve these problems are "encouraging," but raise an important question: Can railroads afford to apply all of these refinements to the conventional journal box assembly?

RESULTS: During the past 29 months, pad-equipped cars on the N&W have averaged 3,186,494 miles per set off, and waste-packed cars averaged 1,072,006 mi. During the past three winters, however, there have always been two or three months when waste-packed cars outperformed pad-equipped cars. From 1932 to 1954, N&W averaged 1,620 freight car miles per gallon of car oil. From 1954 to date this has dropped to 720 mi. per gal.—down 55 per cent. In its two reclamation plants N&W has so far renovated over 82,000 pads and scrapped 6,000—7.3 per cent. Most pad damage was from packing irons and from rough axle collars and fillets.

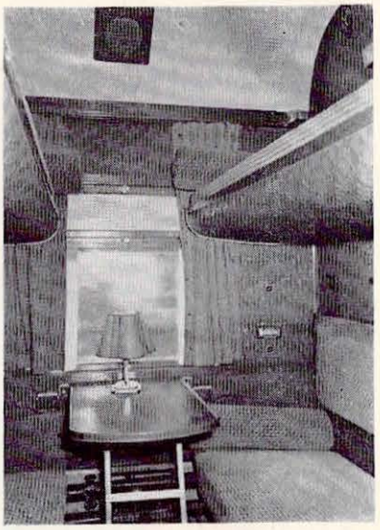
WHAT'S BEING DONE: N&W now services pad-equipped loaded hoppers at Bluefield, W. Va., for the 825-mile trip to tidewater, empty trip back to mines, and return to Bluefield under load again. Similar procedure at Williamson, W. Va., readies cars for trip to Great Lake ports and back to mines. This is much cheaper than opening lids and hooking boxes about once each 100 mi., as is being done with waste-packed cars.



◀ **ALL-PURPOSE** freight car can load or unload from top, sides or ends.

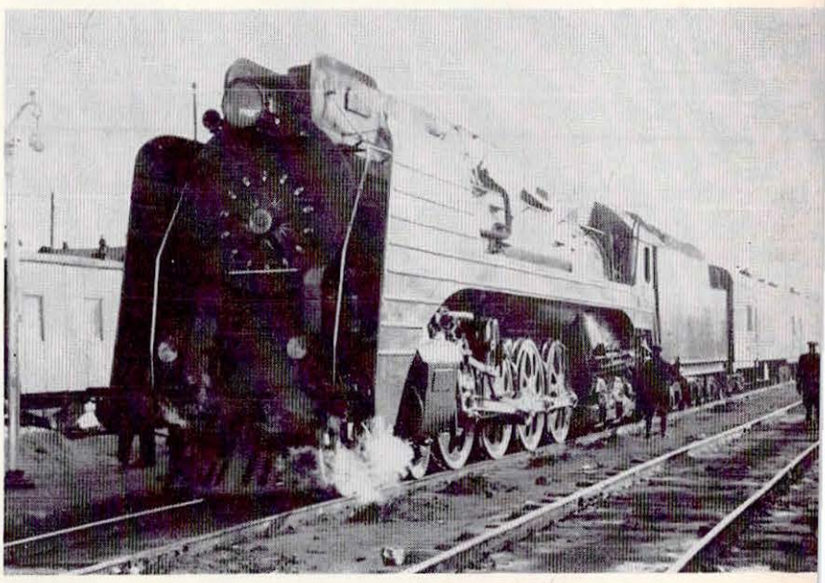
RRs Pace Red Economy

Last in a series of reports by Railway Age Publisher Robert G. Lewis on his fact-finding trip to Russia

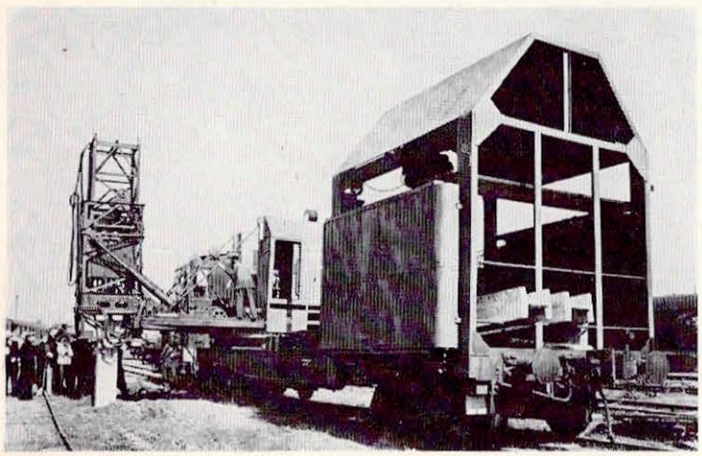


SOFT CLASS compartment provides day or night travel for four.

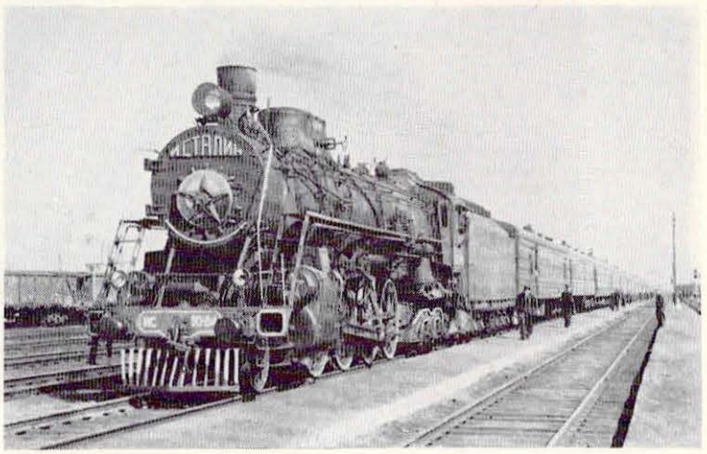
MORE MONUMENTAL than functional, new Odessa station is included in sightseeing tour of the city.



4-8-4 BUILT in 1954 represents most advanced steam construction. Last steam power was built in 1957. ▶

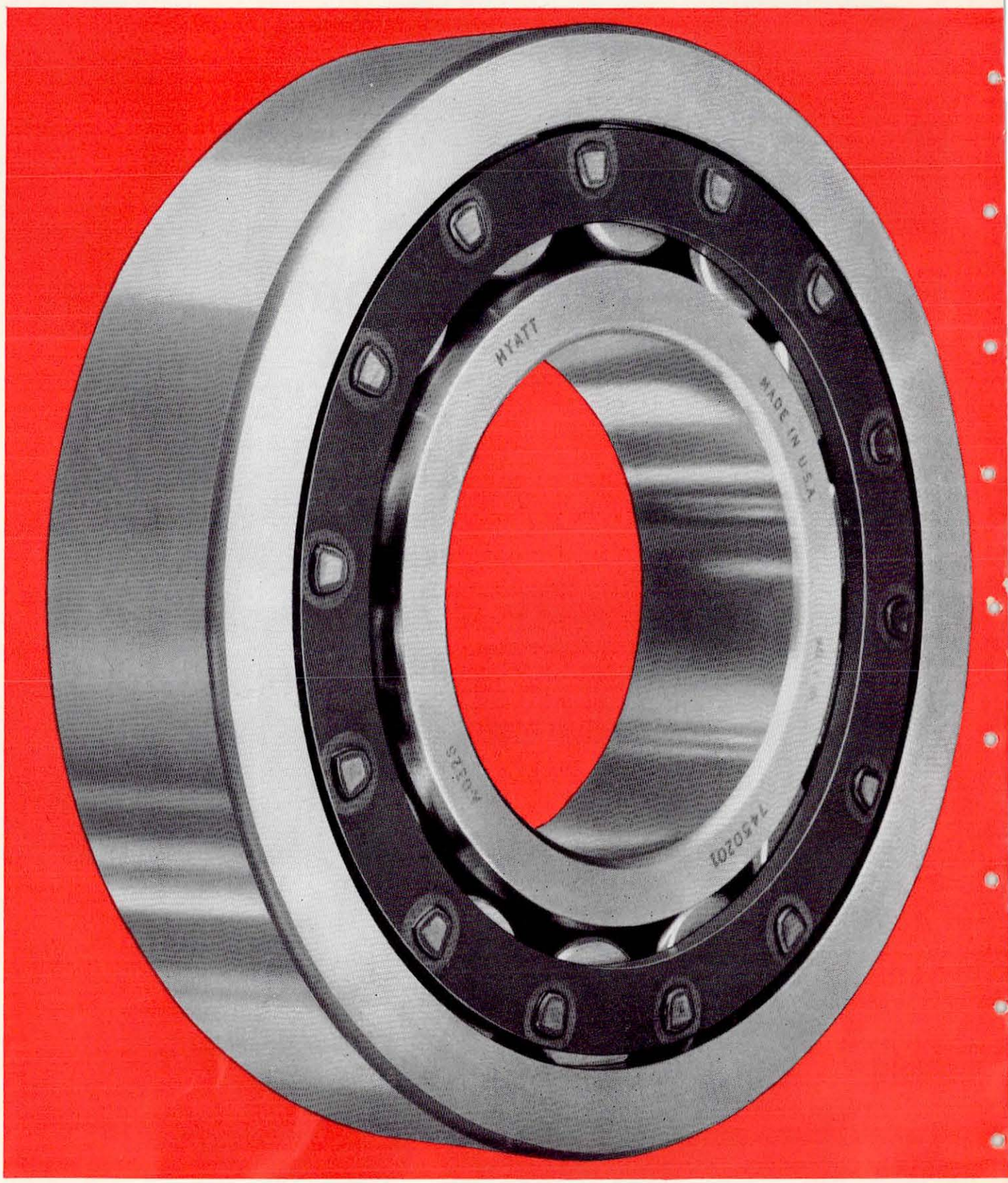


RAIL-MOUNTED pile driver.



STALIN-CLASS locomotive, 2-8-4, was built in 1947.

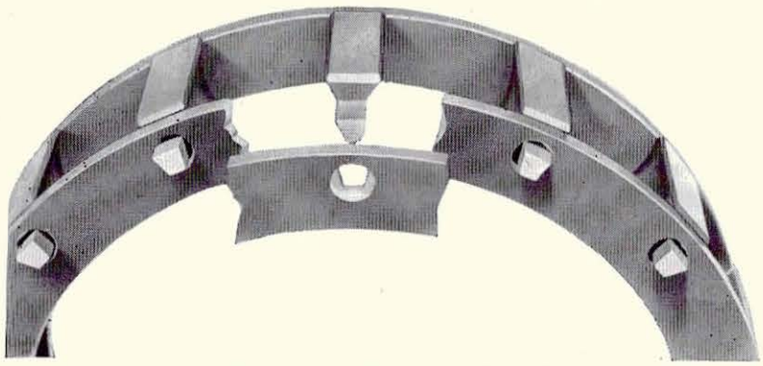
New Pinion End Bearing



Extends Service Life !

*Traction motor performance improved through new type trapezoidal trunnion cage design**

Longer lasting. Secret of this new pinion end traction motor bearing lies in the unique construction of the steel roller cage. A roller riding cage bearing normally has an exceptionally long service life, but with the development of the trapezoidal trunnion cage, this bearing has an even longer life potential.



Twice the strength. Trapezoidal shape of the cage bar trunnion has 60% more metal than previous cylindrical trunnions. The trapezoidal trunnion fits to a conforming hole in the cage ring to form a rigid, twist-proof cage that is at least twice as strong as any previous cage design.

Immediate delivery. The new trapezoidal trunnion bearing is available for immediate delivery from Electro-Motive's nine convenient on-line warehouses:

Los Angeles, Calif.
Emeryville, Calif.
North Salt Lake, Utah
Fort Worth, Texas
Minneapolis, Minn.
Halethorpe, Md.
Jacksonville, Fla.
Robertson, Mo.
La Grange, Illinois (factory and parts center)

For remanufactured bearings, too. Save 25% over completely new bearings by having your worn-out flange-riding and roller-riding cage bearings brought up to brand-new standards through EMD factory remanufacturing service. With the new trapezoidal trunnion cage, these bearings will last much longer. Ask your Electro-Motive representative for complete details.

* Produced by Hyatt Division, General Motors.

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS
LA GRANGE, ILLINOIS • *HOME OF THE DIESEL LOCOMOTIVE*
In Canada: General Motors Diesel Limited, London, Ontario

GENERAL MOTORS LOCOMOTIVES

PRR's Pioneer III Is Ready to Go

Six of the Budd-built, stainless steel, multiple-unit electric commuter coaches enter revenue service July 7. Each of the new units can be operated singly or in trains of up to 13 cars. All are equipped with controls at both ends and are driven by d-c traction motors.

The Budd Company's Pioneer III car will enter revenue service July 7 on the Pennsylvania's Philadelphia suburban routes.

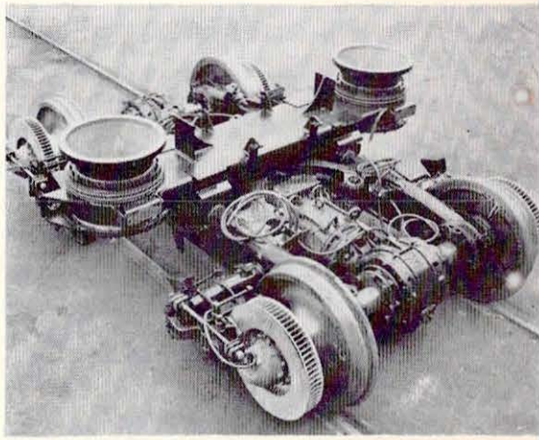
The Pennsylvania, first railroad to buy the new type of stainless steel, multiple-unit, electric commuter coaches, has bought six. A prototype Pioneer was introduced to American railroads two years ago (RA, July 23, 1956, p. 38). The prototype car has accumulated over 120,000 miles of experimental, high-speed mainline operation. It was tested on the PRR and other U.S. and Canadian railroads.

When the Pennsy ordered the six cars in January 1957 it took an option on 44 additional Pioneers. However, according to PRR President J. M. Symes, it may be "some little time" before the option is exercised.

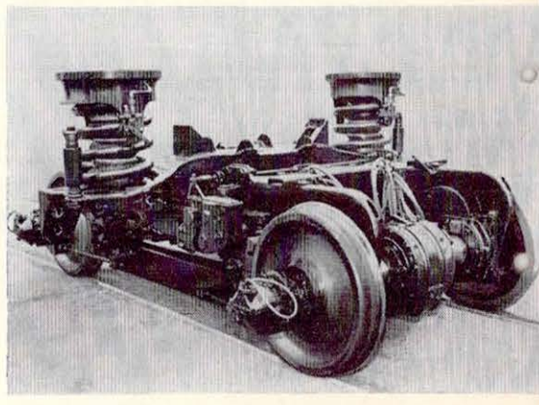
Pioneer III on the Pennsy has been specifically built and equipped for suburban runs. The cars are not going into local service because their characteristics or capacity make them unsuitable for other operation. They were bought because they could be tailored to the exact requirements of a service for which the original basic design was found suitable.

The purchase of only six cars conforms to the Pennsy's traditionally conservative policies on acquisition of new equipment. It has always been PRR policy to antici-

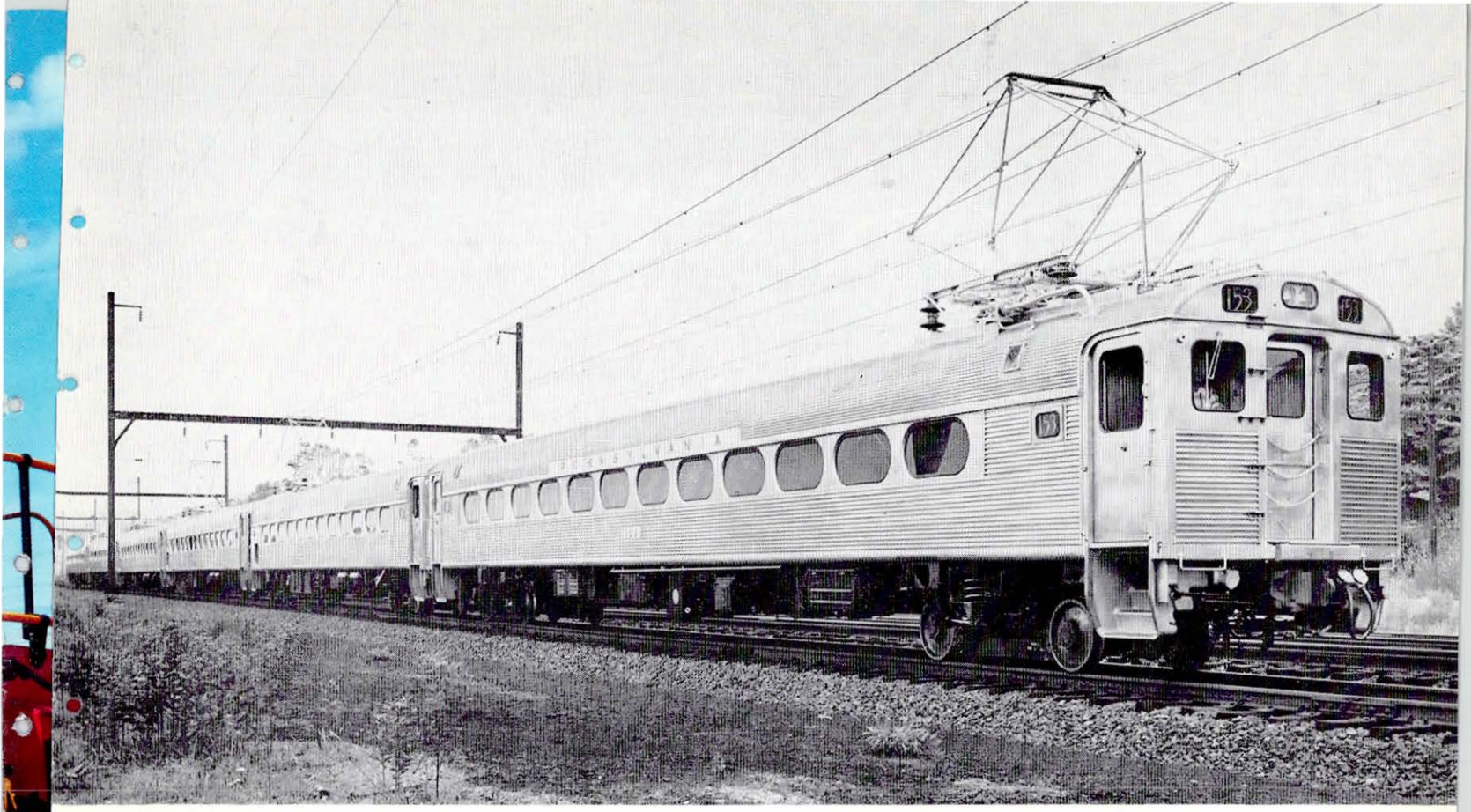
▲ **FLIP-OVER SEAT** has plastic cushions and upholstery. Bulkheads and car sides below windows are faced with ⅛-in. melamine-faced plastic material. Floors are vinyl-asbestos tiles over a waterproof plywood sub-floor.



THIS BUDD TRUCK weighs under 6 tons, and has Firestone air springs. Finned double discs are a variation from original Pioneer III disc brake. Three of new cars got this truck.



LATEST GENERAL STEEL CASTINGS 4-wheel motor truck has combination of air and coil bolster springs. Coil springs support light weight of car, air springs support passenger load. Central bearing eliminates lateral shimmy. ▶



READY TO RUN, this 128-passenger m-u car weighs 90,100 lb. Over roof it is 12 ft. 6 in., but pantagraphs must reach maximum wire height of 25 ft. 9 in. Polyester plastic is used for steps and battery box.

pate equipment obsolescence, and to have appropriate new designs ready and thoroughly tested when operating and financial conditions make replacement desirable and possible.

The new cars are driven by d-c traction motors. The direct-current is supplied from Ignitron rectifiers fed through transformers from the 11,000-volt, 25-cycle, a-c transmission system.

Neither the braking nor electrical control systems of the Pioneer III coaches are compatible with the Pennsylvania's present m-u cars. However, each of the new units is designed to be operated singly or in trains of up to 13 cars. All are equipped with controls at both ends.

Prototype More Conventional

The prototype Pioneer III design was more conventional in unit length, floor height, and running gear arrangement than the lightweight designs of other builders. But there were variations. Budd retained the four-wheel truck for its riding qualities and safety, although major changes were made in the arrangement through which the car body was carried. The 85-ft carbody length was rated superior to shorter units which introduce a weight penalty because of a larger number of ends. Budd kept the standard coupler and coupler height, although the car's platforms and floors were about a foot lower than normal.

When it came to designing the PRR's Pioneers, some special requirements necessitated variations from the original lightweight design. Platforms had to be standard height so the cars could operate at the railroad's high level station platforms. A level aisle was provided. This required carrying the original Pioneer III floor and carbody approximately one foot higher.

To do this, underframe construction had to be altered and strengthened because of greater coupler eccentricity. The present underframe resembles that of the RDC, even to its low-alloy, high-tensile welded end-underframe units, which adds about 700 lb to the car in this area. The first car, completely tested in the Budd test plant, was found to comply with the AAR buffing strength requirement of 800,000 lb (RA, May 9, p. 9). The weight of the carbody is still carried to the trucks through the side sills, as in the prototype Pioneer III.

Two types of trucks are used. The original Budd Pioneer design was arranged so electric-traction equipment could be

Principal Dimensions of Pioneer III

Coupled length (ft-in.)	85-0
Truck centers (ft-in.)	59-6
Truck wheel base (ft-in.)	8-6
Maximum width (ft-in.)	9-10¾
Inside width (ft-in.)	9-4¾
Height, rail to floor (ft-in.)	4-3⅜
Height, over roof (ft-in.)	12-6⅜
Height, maximum pantagraph working (ft-in.)	25-9
Height, minimum pantagraph working (ft-in.)	15-1
Maximum curvature (coupled) (ft-in.)	250-0
Weight—body, ready to run (lb)	66,200
Weight—Budd trucks (lb)	23,900
Weight—GSC trucks (lb)	27,500

Continued on page 22 ►

PARTIAL LIST OF SUPPLIERS FOR PIONEER III CARS

Gear drive units	Spicer Mfg. Div., Dana Corp.
Journal bearings and tubular axles	Timken Roller Bearing Co.
Shock absorbers	Houdaille Industries
Sound deadening pads	Fabreeka Products Co.
Truck castings	General Steel Castings Co.
Truck springs	Crucible Steel Co. Firestone Industrial Products Co.
Wheels and wheel assemblies	Standard Steel Works Div., Baldwin-Lima-Hamilton
Air brake equipment	Westinghouse Air Brake Co.
Hand brake	National Brake Co.
Air conditioning equipment and lighting	Safety Industries, Inc.
Batteries	T. A. Edison Industries, McGraw Edison
Drive couplings	American Flexible Coupling Co.
Heaters and controls	Vapor Heating Corp.
Jumpers and receptacles	Pyle National Company
Signal equipment	Union Switch & Signal Div., WAB Co.
Traction equipment	Westinghouse Electric Corp.
Coupler and yokes	National Malleable & Steel Castings Co.
Draft gears	Waugh Equipment Co.
End underframe units	Youngstown Steel Car Corp.
Filters	Air Maze Corp.
Glazing rubber	Inland Div., General Motors Corp.
Grilles	Barber Coleman Co.
Handholds	Railway Specialties Corp.
Plastic-faced panels	U. S. Plywood Corp.
Penta-treated plywood	Joslyn Mfg. & Supply Co.
Vinyl-asbestos floor tiles	B. F. Goodrich Co.
Vinyl-covered aluminum	Met-L-Wood Corp.
Window glass	Pittsburgh Plate Glass Co.
Bag racks	Adams & Westlake Co.
Curtains	Pantasote Co.
Seats	Coach and Car Equipment Co.
Seat cushions	Goodyear Tire & Rubber Co.
Seat upholstery	U. S. Rubber Co.
Paint	Sherwin-Williams Co.

(*Continued from page 19*)
installed. Some truck details were altered because of the higher floor level, but the basic design is unchanged. For instance, it is no longer necessary to depress the centers of truck side frames so they will pass under the bolster. Three cars have a welded truck.

The three other cars have a new cast steel truck designed by General Steel Castings Corporation. Like the Budd truck, this model also carries the carbody through the side sills. Instead of straight air springs, however, it uses a combination of air and coil springs. The coil springs support the light weight of the carbody, and the air springs level it under variable passenger loads. The GSC truck is equalized and has additional coil springs over the equalizers.

Both trucks have inboard Timken roller bearings, Timken tubular axles with 30-in. wheels, and a wheel base of 8½ ft. The Budd truck has outboard disc brakes. The GSC truck has Westinghouse package brake units with Cobra shoes. Rolokron wheel-slide control units are applied to each axle. A Peacock 800-LE handbrake is applied to one truck on each car.

Air Brake System

The cars are equipped with Westinghouse Air Brake's 26-MU air brake system. Brake cylinder pressure is varied with the car load. Each car has a Westinghouse 3-YC, 20 cfm air compressor driven by a 6-hp, d-c motor.

The Westinghouse Electric traction equipment is capable of accelerating a fully loaded, six-car train to a balancing speed of 90 mph on level track. Acceleration of fully loaded cars is 1.2 mph per sec.

Alternating current at 11,000 volts is taken from the catenary and passed through a 418 Kva transformer with secondary voltage of 1,560 volts. Five secondary taps supply the various car circuits. Four water-cooled Ignitron rectifier tubes, two pairs in parallel, are fed from two separate 780-volt a-c power circuits. The 650-volt d-c rectifier output supplies the d-c traction motors, the 3-kw motor-alternator for 115-volt a-c fluorescent lighting, and motors on the air compressor and air-conditioning equipment.

The self-ventilated traction motors are longitudinally mounted on the car centerline. They drive through Spicer, right-angle, hypoid gear drive units. The four 100-hp motors are connected in series for starting and low-speed operation. After passing through a series of shunting stages, they are changed to a series-parallel connection for higher speed operation. Acceleration is automatic under the control of timing relays.

The cars are heated with 624-volt a-c power taken from a separate transformer tap. Control equipment and other auxiliaries are powered through a 234-volt a-c circuit. This a-c power is fed to a motor-generator which produces 45-volt d-c. The same shaft has the transformer blower and the rectifier coolant pump. The 75-amp-hr Edison battery is charged from the output of the m-g set. Cooling and heating controls, emergency and cab lights, headlights, and cab signal equipment are also arranged for this nominal 32-volt d-c operation. Installation of a single standard pantograph required some strengthening of the car roof at the B-end, where it is located.

High Capacity

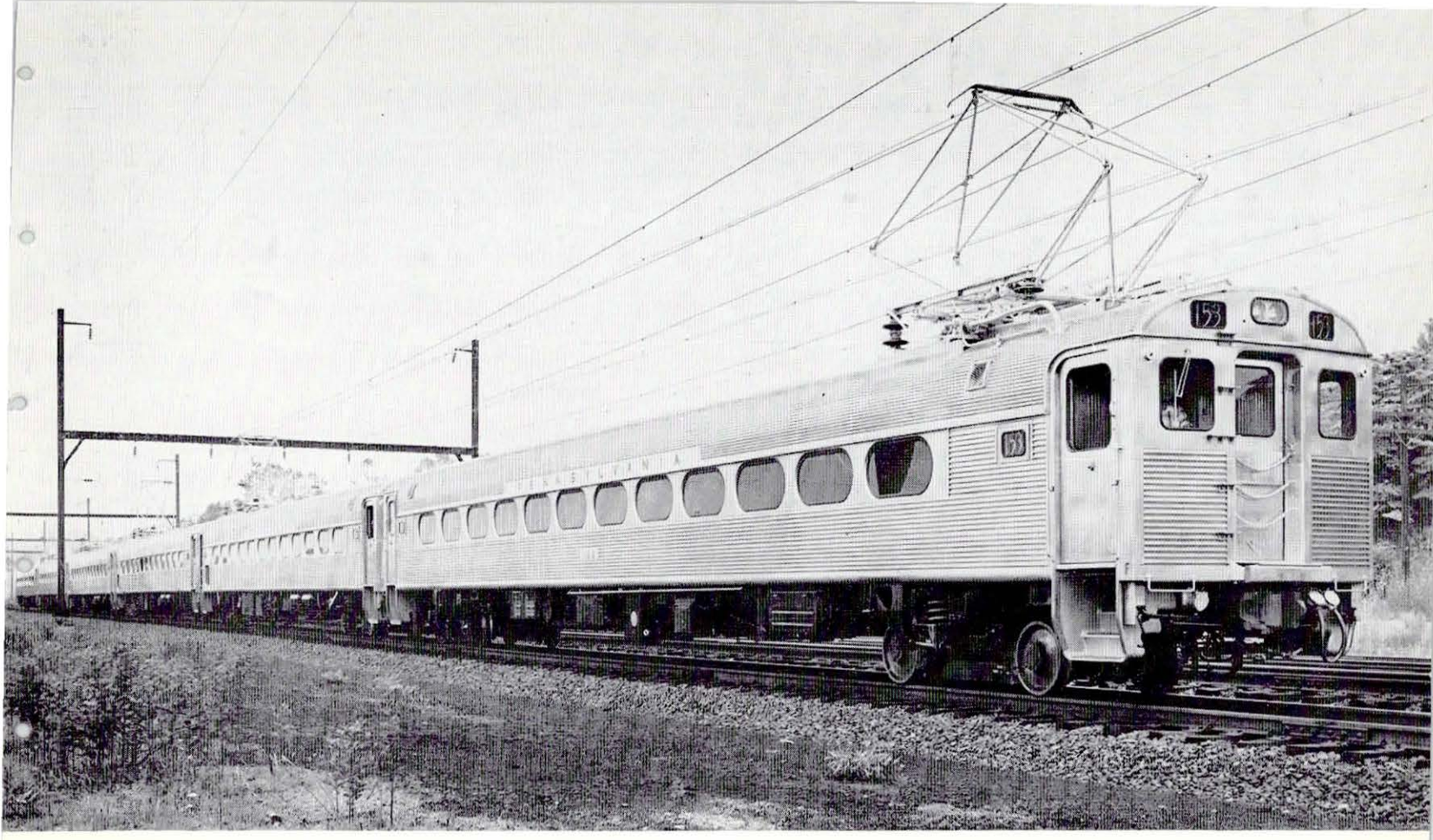
Use of a three-two seating arrangement, makes it possible to accommodate 125 passengers on each of the three cars which have toilets, 128 passengers on the cars without toilets.

Internal surfaces of the car are either melamine or polyester-plastic faced and are integrally colored. The interior color scheme for three of the cars is blue, the others are predominantly rose. The seats are on 32-in. centers. They are speciai lightweight "flip over" units with Pliofilm cushioning, Trilock covering, and stainless steel frames and backs.

All cars are heated by strip-type, wall-mounted, electric resistance units totalling 20 kw combined with a 24-kw overhead unit which is part of the air-conditioning equipment. An 8-ton, Safety Industries air conditioning system combines an undercar compressor, a condenser mounted in a locker at the B-end, and an overhead unit with fans capable of circulating 2,400 cfm. Approximately 25 per cent fresh air is used.

All cars have control stations on both platforms. Provision of vestibules at both ends is also a change from the prototype Pioneer III. This was necessary because the car has been adapted for suburban operations.

Road tests in revenue service, beginning next month, are designed to prove every component of the cars' mechanical and electrical design.



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Truck centers (ft-in.)	59-6
Truck wheel base (ft-in.)	8-6
Maximum width (ft-in.)	9-10¾
Inside width (ft-in.)	9-4¾
Height, rail to floor (ft-in.)	4-3⅜
Height, over roof (ft-in.)	12-6⅜
Height, maximum pantagraph working (ft-in.)	25-9
Height, minimum pantagraph working (ft-in.)	15-1
Maximum curvature (coupled) (ft-in.)	250-0
Weight—body, ready to run (lb)	66,200
Weight—Budd trucks (lb)	23,900
Weight—GSC trucks (lb)	27,500

Continued on page 22 ►

Above is one of the switching locomotives the Lehigh Valley has received through its power renewal program. Unit replaces 20-year-old switcher shown at left.

New locomotives for old . . .

The Lehigh Valley, through a planned program of power renewal, is acquiring a new switching fleet by turning in twenty-year-old locomotives on the purchase of new locomotives that contain certain remanufactured components.

Under this program, old locomotives are turned in one or two at a time. New Power is thus acquired gradually with minimum out-of-service time.

Many roads are taking advantage of the value in their old freight, passenger, and switching locomotives by acquiring more efficient and more powerful Diesels, equivalent of today's production standards. For details, call your Electro-Motive representative.

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

LAGRANGE, ILLINOIS • *HOME OF THE DIESEL LOCOMOTIVE*

In Canada: General Motors Diesel Limited, London, Ontario

PARTIAL LIST OF SUPPLIERS FOR PIONEER III CARS

Gear drive units	Spicer Mfg. Div., Dana Corp.
Journal bearings and tubular axles	Timken Roller Bearing Co.
Shock absorbers	Houdaille Industries
Sound deadening pads	Fabreeka Products Co.
Truck castings	General Steel Castings Co.
Truck springs	Crucible Steel Co. Firestone Industrial Products Co.
Wheels and wheel assemblies	Standard Steel Works Div., Baldwin-Lima-Hamilton
Air brake equipment	Westinghouse Air Brake Co.
Hand brake	National Brake Co.
Air conditioning equipment and lighting	Safety Industries, Inc.
Batteries	T. A. Edison Industries, McGraw Edison
Drive couplings	American Flexible Coupling Co.
Heaters and controls	Vapor Heating Corp.
Jumpers and receptacles	Pyle National Company
Signal equipment	Union Switch & Signal Div., WAB Co.
Traction equipment	Westinghouse Electric Corp.
Coupler and yokes	National Malleable & Steel Castings Co.
Draft gears	Waugh Equipment Co.
End underframe units	Youngstown Steel Car Corp.
Filters	Air Maze Corp.
Glazing rubber	Inland Div., General Motors Corp.
Grilles	Barber Coleman Co.
Handholds	Railway Specialties Corp.
Plastic-faced panels	U. S. Plywood Corp.
Penta-treated plywood	Joslyn Mfg. & Supply Co.
Vinyl-asbestos floor tiles	B. F. Goodrich Co.
Vinyl-covered aluminum	Met-L-Wood Corp.
Window glass	Pittsburgh Plate Glass Co.
Bag racks	Adams & Westlake Co.
Curtains	Pantasote Co.
Seats	Coach and Car Equipment Co.
Seat cushions	Goodyear Tire & Rubber Co.
Seat upholstery	U. S. Rubber Co.
Paint	Sherwin-Williams Co.

(*Continued from page 19*)
installed. Some truck details were altered because of the higher floor level, but the basic design is unchanged. For instance, it is no longer necessary to depress the centers of truck side frames so they will pass under the bolster. Three cars have a welded truck.

The three other cars have a new cast steel truck designed by General Steel Castings Corporation. Like the Budd truck, this model also carries the carbody through the side sills. Instead of straight air springs, however, it uses a combination of air and coil springs. The coil springs support the light weight of the carbody, and the air springs level it under variable passenger loads. The GSC truck is equalized and has additional coil springs over the equalizers.

Both trucks have inboard Timken roller bearings, Timken tubular axles with 30-in. wheels, and a wheel base of 8½ ft. The Budd truck has outboard disc brakes. The GSC truck has Westinghouse package brake units with Cobra shoes. Rolokron wheel-slide control units are applied to each axle. A Peacock 800-LE handbrake is applied to one truck on each car.

Air Brake System

The cars are equipped with Westinghouse Air Brake's 26-MU air brake system. Brake cylinder pressure is varied with the car load. Each car has a Westinghouse 3-YC, 20 cfm air compressor driven by a 6-hp, d-c motor.

The Westinghouse Electric traction equipment is capable of accelerating a fully loaded, six-car train to a balancing speed of 90 mph on level track. Acceleration of fully loaded cars is 1.2 mph per sec.

Alternating current at 11,000 volts is taken from the catenary and passed through a 418 Kva transformer with secondary voltage of 1,560 volts. Five secondary taps supply the various car circuits. Four water-cooled Ignitron rectifier tubes, two pairs in parallel, are fed from two separate 780-volt a-c power circuits. The 650-volt d-c rectifier output supplies the d-c traction motors, the 3-kw motor-alternator for 115-volt a-c fluorescent lighting, and motors on the air compressor and air-conditioning equipment.

The self-ventilated traction motors are longitudinally mounted on the car centerline. They drive through Spicer, right-angle, hypoid gear drive units. The four 100-hp motors are connected in series for starting and low-speed operation. After passing through a series of shunting stages, they are changed to a series-parallel connection for higher speed operation. Acceleration is automatic under the control of timing relays.

The cars are heated with 624-volt a-c power taken from a separate transformer tap. Control equipment and other auxiliaries are powered through a 234-volt a-c circuit. This a-c power is fed to a motor-generator which produces 45-volt d-c. The same shaft has the transformer blower and the rectifier coolant pump. The 75-amp-hr Edison battery is charged from the output of the m-g set. Cooling and heating controls, emergency and cab lights, headlights, and cab signal equipment are also arranged for this nominal 32-volt d-c operation. Installation of a single standard pantograph required some strengthening of the car roof at the B-end, where it is located.

High Capacity

Use of a three-two seating arrangement, makes it possible to accommodate 125 passengers on each of the three cars which have toilets, 128 passengers on the cars without toilets.

Internal surfaces of the car are either melamine or polyester-plastic faced and are integrally colored. The interior color scheme for three of the cars is blue, the others are predominantly rose. The seats are on 32-in. centers. They are speciai lightweight "flip over" units with Pliofilm cushioning, Trilock covering, and stainless steel frames and backs.

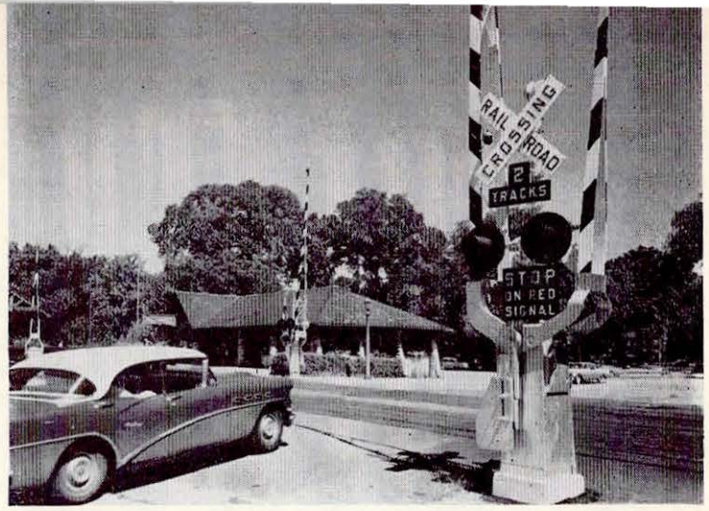
All cars are heated by strip-type, wall-mounted, electric resistance units totalling 20 kw combined with a 24-kw overhead unit which is part of the air-conditioning equipment. An 8-ton, Safety Industries air conditioning system combines an undercar compressor, a condenser mounted in a locker at the B-end, and an overhead unit with fans capable of circulating 2,400 cfm. Approximately 25 per cent fresh air is used.

All cars have control stations on both platforms. Provision of vestibules at both ends is also a change from the prototype Pioneer III. This was necessary because the car has been adapted for suburban operations.

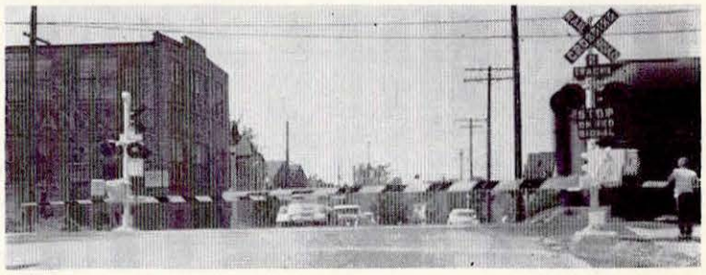
Road tests in revenue service, beginning next month, are designed to prove every component of the cars' mechanical and electrical design.

Crossing Program Saves $2 Million Yearly for C&NW

Eight-state project, begun in 1957, is scheduled for completion this year. Total cost will approximate $4.5 million, of which the railroad will pay about $3.6 million. Remainder will be financed by city, state or federal funds.



THESE AUTOMATIC GATES provide protection 24 hr. daily, the year 'round and pay for themselves in 6 months to two years.



SPECIAL AUTOMATIC CONTROLS provide for maximum protection with minimum delay to vehicular traffic, even in heavy vehicular traffic areas and heavy switching territories.

In 1957, the Chicago & North Western began a special program to install new crossing protection, or improve existing protection, at 330 crossings in eight states. The program, now well under way is scheduled for completion in 1958. Total cost is approximately $4.5 million, of which the railroad will pay about $3.6 million. The remainder will be financed by city, state or federal funds.

The protection-improving program on the North Western is being accomplished in two ways: (1) by providing better forms of equipment, such as gates to replace watchmen or wigwags, and (2) installation of automatic control to replace manual control of existing protection.

The program also is designed to reduce operating expenses. Based on such things as present-day wage rates, vacation expense and pension payments, the railroad will save more than $2 million every year in wage costs by retirement of crossing watchmen and gatemen. This is approximately 59 per cent annually on the capital being invested in the program.

Government Approval

To secure preliminary engineering information for the program, signal supervisors or engineers from the signal engineer's office made field studies at each of the 330 crossings. Sketches and pictures were made, and information about street traffic, train movements, switching operations, station stops and other special circumstances was obtained. A proposal, based on the information, was prepared for each project. A conference was then held with the traffic engineer or the city council of the municipality in which the project was located. At the conference, a resolution was prepared to authorize the mayor to sign a joint stipulation for transmission to the state Commerce Commission. After the commission approved, an order authorizing the project was issued.

If city authorities were against the proposed improvement, the railroad appealed to the state commission to hold an official hearing. Then a decision-order was handed down by the commission.

In most instances, city authorities approved of the improved form of protection proposed by the C&NW. Also, in most cases, they agreed that automatic control, which is on the job "round-the-clock," is better and more reliable than manual operation or manual control.

The railroad is paying 100 per cent of the cost of 39 of 58 projects in Illinois. In practically all instances where automatic gates replace manual gates, the railroad pays the total cost. In some projects where the type of protection was improved in character (for example, gates to replace wigwags), local city or state funds paid part of the cost.

In a few instances, city and state authorities agreed to the closing of some street crossings to reduce overall costs. In such cases, modern automatic protection was provided at the remaining important crossings. At Rockford, Ill., one crossing out of five is to be closed.

The desirability and practicability of changing from manual gates to power gates with automatic control have come in for new scrutiny in recent years. An objection to automatic controls in the past had been that, in some instances—during switching moves for example—gates are down and thus delay street traffic when no train movement over the crossing is imminent. To meet this challenge the C&NW program utilized many of the more modern selective speed control schemes.

Schedules Were Changed

In some instances, schedules were changed so that switching by local freights would not be done during periods of peak highway traffic. By changing locations at which suburban trains make station stops, or where cars are left overnight, automatic controls were simplified. Men formerly required for part-time supervisory control of gates were no longer required.

Changes of this nature were made at three crossings in Crystal Lake, Ill., at a cost of $10,000, the wage saving being $17,268 annually.

Estimates indicated that approximately 650,000 man-hours would be required for the signal construction work in the entire

Continued on page 24 ►

program. To complete the program on schedule, at least 175 signal construction men, working 40 hours per week, would be required. At the time the program was initiated, the railroad had available about 125 signal construction men, including foremen. Very few additional men were located by intensive searching and national advertising. To get the job done on schedule with the available men, a special agreement was made between the C&NW and the Brotherhood of Railroad Signalmen of America.

One feature of the agreement is that the construction crews are to be allowed to work 48 hours per week. Overtime pay, at time-and-a-half, is paid after the standard 40-hour week.

The agreement also stipulates that crews may be moved from their assigned seniority districts to do construction on other districts, if they are permitted to work 48 hours per week. Travel time is paid when moving a crew from one seniority district to another. For weekend trips for men working off their own seniority districts, the C&NW pays car mileage at seven cents per mile for one man's car for each five men or a fraction thereof, for one round trip each week.

Most larger crews, ranging from 10 to 16 men and foreman, have outfit cars equipped with kitchen, dining and sleeping quarters.

One man, on a helper's rate, is assigned as a cook. For smaller crews, with no cook for their camp car outfit, each man is paid $4 daily for meals.

A total of 14 crews, comprising 135 men and 13 foremen, are now working on the crossing protection program. Some small jobs or finish-up work may be handled by a two-man crew working with a maintainer and his helper.

Vernon S. Mitchell, C&NW signal engineer, has charge of the program, which was started by the late H. T. Fleisher, former assistant chief engineer signals and communications.

Flashing-light signals, electric gates and instrument cases are being furnished by the Griswold Signal Company, the General Railway Signal Company and Western Railroad Supply Company.

Wage Saving is $11,512 Annually

At Carroll, Iowa, where automatic gates have been in service for years at three street crossings, one reason for supervisory manual control was to clear the gates for street traffic when through freights were stopped to set out or pick up cars. By establishing rules and fixed wayside signs designating points beyond which standing portions of trains must be left, the automatic controls were revised to eliminate manual control. The changes cost $8,200. Annual wage saving is $11,512.

Better Protection Saves $45,303 Annually

In some areas, street traffic as well as rail switching moves have been reduced and changed in nature. Manual gates, operated part time, had been in service for 60 years or more at some crossings in industrial areas. But modern flashing-light signals, with automatic control in service round-the-clock, now provide better protection. This applied to nine crossings in one area in Chicago. The project cost $106,652. The annual wave saving is $45,303.

Railroading After Hours with Jim Lynch

SHORTER TRAINS?—Railroader J. A. Redmond of Indianapolis thinks the railroads might profitably offer a reduction in train length to the brothers—in return for an agreement to reduce the number of men to a crew. Where state laws specify the size of crews, both unions and management would agree to join in seeking modification of the law.

I reported here several months ago that a railroad president had told me he'd be glad to run 60-car trains (instead of twice that length), if he could run them with three men—a practice which would increase, rather than decrease, total crew employment. Mr. Redmond sees the same advantages in shorter trains that the railroad president did, viz., more frequent schedules (hence better service); less switching; better car utilization; fewer shocks and less damage. He also believes train and engine jobs should be interchangeable—with one seniority list for those that can qualify for either train or engine assignments.

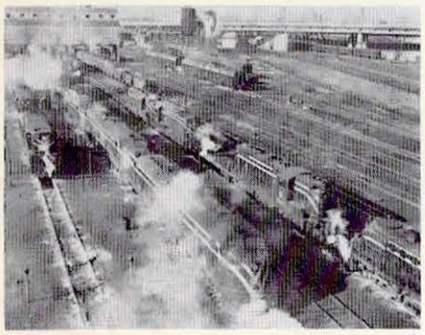
WHAT'S A "GOLDBERG"?—I referred here to the impressive automatic machinery at Timken's brand new Columbus freight-car bearing plant, as calling to mind "Rube Goldberg" designs. A couple of readers thought I meant the set-up was needlessly complex. Not at all. To me a "Rube Goldberg" is a machine which performs practically impossible feats with little or no human intervention. I look upon a diesel locomotive as a Rube Goldberg; and also the control tower of an electronic yard; or an electronic computer.

SALES EFFORT—When you're going uphill, with either a train or an automobile, you usually step up the fuel intake. But when sales are harder to find, what do many (perhaps most) businesses do? They save money by cutting down their sales expenditures, including advertising. The Gray & Rogers advertising people are doing some advertising themselves, calling attention to this anomaly. Nobody can spend money they haven't got—but, if the purpose of advertising and selling is to make sales, then it's somewhat of a paradox that these efforts are diminished when sales are hard to come by, and are intensified when customers are more plentiful than products.

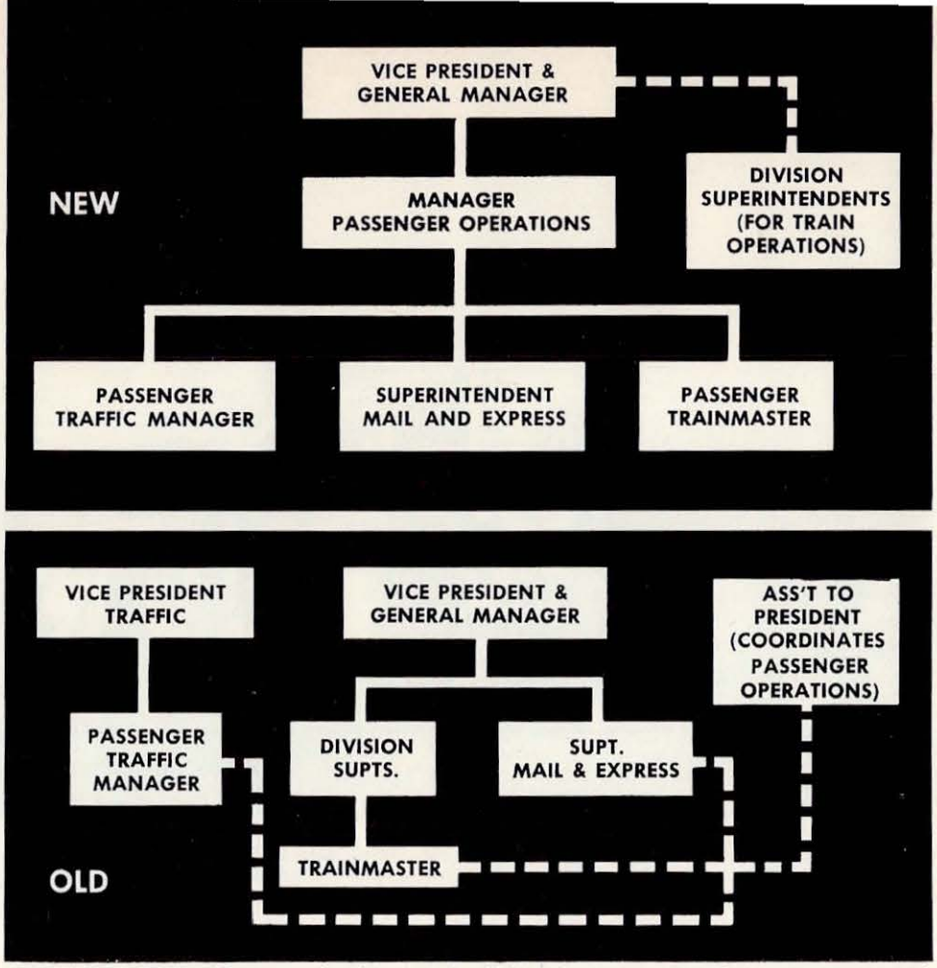
DOESN'T LIKE "PIGGYBACK"—Edward D. Williams of New York cannot reconcile himself to the term "piggyback"—he thinks "rail-lift" is a better term for the service than any of those now in use. He says it "isn't entirely descriptive, but neither are the others." I'm no fan for the word "piggyback". Nevertheless, my guess is that we're stuck with it. When you use this term, everybody knows exactly what you mean—and, when you use any of the other words (no matter how preferable they may be otherwise), you always have to take time out to explain what you're talking about.

CLAIMING DUE CREDIT—Look out a train window near almost any town and you'll see a row of industrial plants—some quite attractive to the eye and most of them located through railroad enterprise. One of my friends asks this: In selling land for industrial development, couldn't the railroad retain the right to erect a neat sign? Something like: "Another great industry for which the XYZ Railroad provides essential transportation." Or "Another plant location developed by the XYZ Railroad—as a service to a valued customer and to this prospering community."

COMMUTERS are kept well informed about Jersey Central passenger operations, even help plan timetables. Few of them will know of the organization change. It does not affect operations, but does make them less costly.



PROBLEM on any commuter road, rush-hour motive power pool is under control of manager-passenger operations. Much of the equipment is turned over for off-hour freight use.



OLD AND NEW—Old organization was inefficient because operations were scattered, authority divided. New operation concentrates authority, centralizes offices. Road benefits from lower office costs, passengers get better service.

Jersey Central Streamlines Passenger Organization

Jersey Central Lines has had a special passenger problem for a long time. Although it handles some 30,000 passengers daily, 80 per cent of them are commuters. In 1957, its passenger revenue came to $10,632,111, including mail and express. This resulted in a $2,954,000 out-of-pocket loss on passenger service.

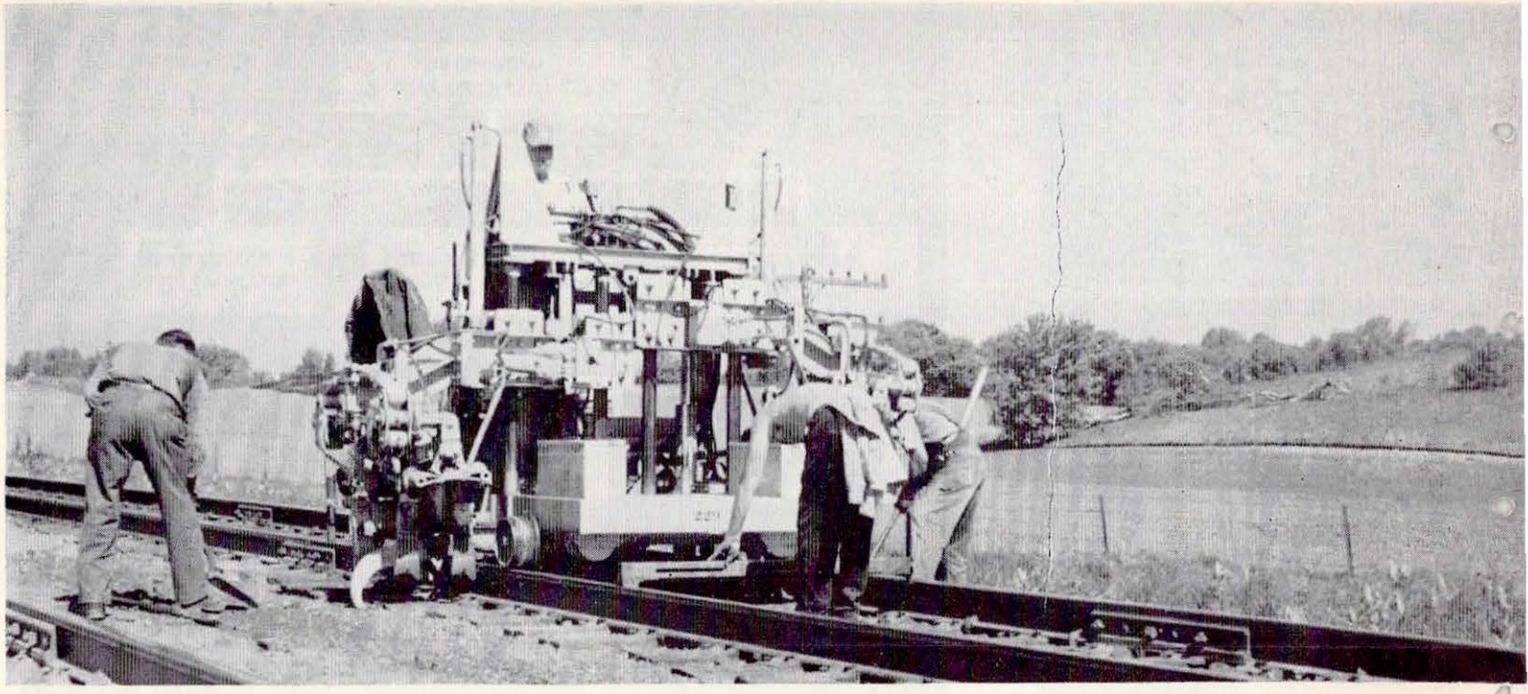
The line hopes to do better in '58 with new passenger fares, an increase in ferry rates and abandonment of a portion of its heavily losing Seashore Branch. The effect will be to cut losses to about $2,000,000, but additional ways of cutting expenses are still vitally important. One of these is a new organization of the passenger department that combines traffic and operations—puts sales and service under a single head.

Passenger service offices formerly were scattered in five different locations in Jersey City and New York. Authority for different phases of passenger service was divided among officers who had many other responsibilities.

A. E. Bjorkner, newly appointed as manager-passenger operations, was assistant to the president in the old organization. Mr. Bjorkner was charged with coordinating the separate passenger functions. The new organization, which changes the road's procedures but not its passenger policies, makes little change in Mr. Bjorkner's responsibilities. However, instead of coordinating the activities of three separate supervisors (the passenger traffic manager under the vice president-traffic, the passenger trainmaster under the division superintendent, and the superintendent of mail and express under the vice president-general manager) the manager-passenger operations now has jurisdiction himself over all passenger operations. His jurisdiction covers rates, sales and service, baggage, mail and express.

The new organization gives the manager-passenger operations responsibility and authority over all phases of passenger service except actual movement of trains over the road. This remains the responsibility of the train dispatchers and division superintendents. Under the new organization, engine crews continue to report to the superintendents. Passenger crews report to the passenger trainmaster under the manager-passenger operations.

The new organization has been in effect since May 16. When Jersey City office space is ready late in June, the entire passenger operation will be centralized in one location. This will eliminate much previously necessary paperwork, telephone calls, and inter-office travel. It should also make for more effective supervision of passenger service. Complaints—for example—will be handled on the spot without relaying them from one office to another, an annoying procedure that was almost a necessity under the old setup.



LOW SPOTS ARE RAISED and tamped by the Handyman. One man sights raises and levelboard man marks limits. All work is done on a programmed basis. The mechanized gangs often exceed their one-mile-a-day quota.

Here's How to Spot Tamp

Mechanization plays the key role. One railroad, which formerly maintained track with 55-man gangs, now uses 15-man gangs equipped with machines. The reduction in unit costs has permitted the road to schedule larger spotting programs. Track is maintained in better riding condition, too.

Better riding track is the goal this year for one large railroad which has started to use small mechanized gangs for its spot tamping and lining work. A quota of one mile a day has been exceeded by many of the gangs.

In the past, the railroad had such maintenance done by 55-man gangs. This year it is using gangs of 15 men each, plus supervisors. Work is being done on a programmed basis.

Each of the new gangs is equipped with a Kalamazoo Handyman for jacking and picking up ties at the low spots. Tamping is done by a Jackson Track Maintainer and lining by a Nordberg Trakliner, the latter being worked in conjunction with a Line Indicator. Set-offs are provided for each of these machines for clearing for trains and for overnight storage.

Each gang consists of 12 laborers, 3 machine operators, an assistant foreman, a foreman and a general foreman. Two of the laborers do the flagging. Two others work ahead of the Handyman, driving down all high spikes. Another man works ahead of the machine with a levelboard, finding the low spots and marking the limits on the rails. The assistant foreman directs the spotting of the tamping jack and sights the raises. A laborer works with the machine and feeds ballast to the tamping tools.

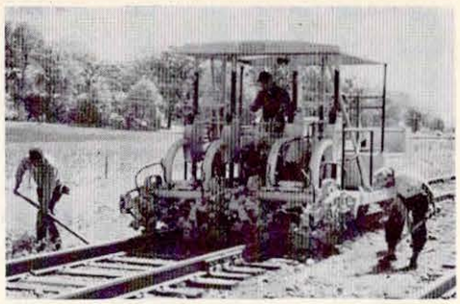
The Track Maintainer follows a short distance behind. Two laborers work with the machine, feeding ballast to the tamping tools where necessary. Three more laborers work behind the tamper, smoothing and dressing the track. Sometimes one of the men is assigned to help throw in ballast to the Handyman. Also, one of the men works with the general foreman in building set-offs for the Handyman and the tamper.

The foreman is in charge of the lining operations. A laborer assists the machine operator when measuring ordinates around curves with the Line Indicator, setting the indicator for the necessary throws, and in building and dismantling set-offs for the lining machine.

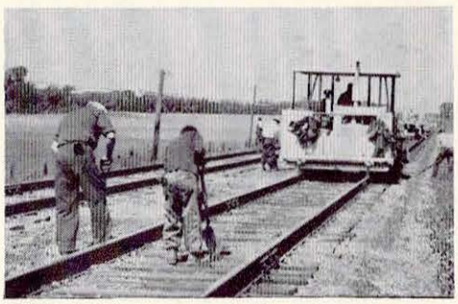
Since the gang consist will be varied to suit local conditions, not all of them have 12 laborers. On some territories, for instance, spike condition may be such that only one man is required to tap down the high spikes. On other territories, smoothing and dressing will require two men.

In addition to the flagmen, the gangs are further protected by work orders with-

TRACKMEN DRIVE DOWN all high spikes to reduce mechanical wear of ties and to maintain gage.

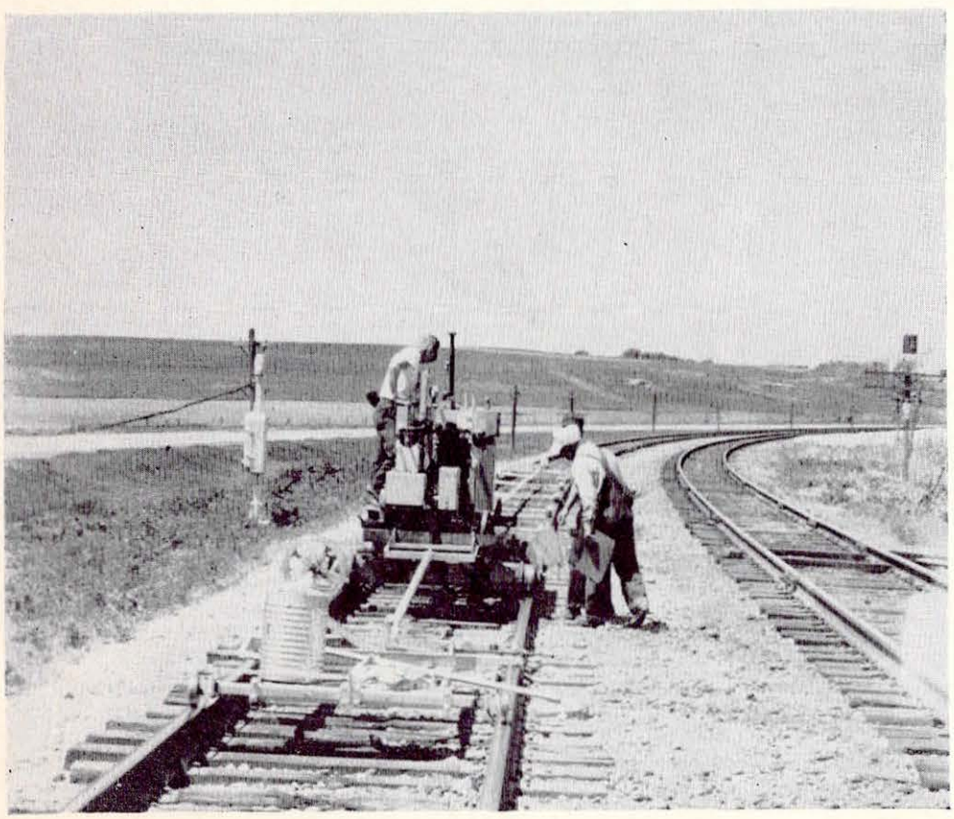


SPOT TAMPING of ties is done by the Track Maintainer while a man on each side feeds ballast to tamping tools.



BALLAST is smoothed and dressed by laborers with shovels.

One Mile of Track a Day



◀ **CURVES AND TANGENTS** are lined by Trakliner and Line Indicator. Here, the spiral ordinates are being checked.

in specified mile-post limits. These are restrictive orders. Trains are required to approach prepared to stop anywhere within the specified limits. A portable telephone enables each gang to learn of the proximity of approaching trains so as to avoid delays and minimize unproductive time when clearing for trains.

The gangs have all at least equalled, and many have exceeded, their quota of one mile of track per day. The reduction in unit costs achieved by the gangs has permitted the road to schedule larger spotting programs. Use of the gangs insures covering all the road's heavy-traffic main tracks and some secondary main tracks. As a result of its new plan, the road expects to maintain its tracks in better riding condition between out-of-face surfacing and tieing cycles.

Freight Operating Statistics of Large Railroads—Selected Items

Region	Road and Year	Miles of road operated	Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent: B. O.	Road-locos on lines: Per cent: B. O.
New England Region	Boston & Maine 1958	1,559	238,663	240,581	6,319	9,087	57.2	664,111	242,712	67	3	9	11.4
	1957	1,560	247,054	252,727	10,713	10,338	64.3	692,960	272,977	75	..	2	2.6
	Maine Central 1958	944	102,471	102,836	2,709	3,322	52.3	262,035	91,842	32	..	2	5.9
	1957	944	111,608	112,053	2,336	3,709	57.8	269,314	100,346	32	..	1	3.0
	N. Y., N. H. & Htfd 1958	1,739	243,364	243,364	14,314	10,533	61.2	716,084	279,050	73	..	13	15.1
	1957	1,739	266,678	266,678	16,137	12,179	66.6	773,843	307,910	83	..	15	15.3
Great Lakes Region	Delaware & Hudson 1958	764	154,907	157,607	2,944	7,976	59.1	586,089	273,105	34	..	4	10.5
	1957	771	183,457	189,209	7,171	9,614	68.0	684,371	363,492	40	..	2	4.8
	Del., Lack. & Western 1958	927	243,252	251,677	14,654	10,473	60.7	723,556	281,562	58	..	4	6.5
	1957	938	276,942	287,937	25,450	13,165	69.1	847,464	362,939	65	..	1	1.5
	Erie 1958	2,207	511,290	513,562	11,521	27,938	65.4	1,763,953	668,565	162	5	6	3.5
	1957	2,207	598,177	605,275	17,540	33,782	69.5	2,074,601	836,885	171	..	..	..
	Grand Trunk Western 1958	951	214,741	216,234	1,427	7,306	58.7	520,119	198,890	43	14	24	29.6
	1957	951	260,638	268,625	2,719	8,755	59.2	632,674	249,772	53	7	26	30.2
	Lehigh Valley 1958	1,118	200,850	203,704	4,520	8,620	60.9	609,996	264,096	31	..	3	8.8
	1957	1,134	225,425	228,701	6,849	10,259	63.5	703,906	310,009	33	..	1	2.9
	New York Central 1958	10,470	2,036,010	2,049,307	83,004	80,194	54.6	6,166,726	2,600,832	431	28	27	5.6
	1957	10,570	2,443,750	2,468,494	100,937	101,913	59.5	7,447,733	3,275,215	437	6	52	10.5
	New York, Chic. & St. L. 1958	2,155	581,095	593,886	4,758	25,479	60.0	1,842,542	760,568	143	5	9	5.7
	1957	2,155	773,116	791,421	9,570	33,167	63.5	2,393,019	1,059,770	182	..	16	8.1
	Pitts. & Lake Erie 1958	221	55,540	55,540	..	1,990	59.7	184,976	111,592	17	..	1	..
	1957	221	68,694	68,694	..	3,312	70.3	281,729	178,123	14	..	..	..
	Wabash 1958	2,397	465,190	465,565	3,869	19,759	59.8	1,385,171	519,588	116	..	1	.9
	1957	2,379	555,449	555,793	6,421	24,441	65.2	1,622,810	641,730	112	..	1	.9
Central Eastern Region	Baltimore & Ohio 1958	5,830	1,277,579	1,366,336	86,385	52,016	56.7	4,303,477	1,972,045	395	137	13	2.4
	1957	5,987	1,639,893	1,824,826	162,440	69,225	61.8	5,353,249	2,603,573	472	5	83	14.8
	Bessemer & Lake Erie 1958	208	29,140	29,318	10	819	54.8	84,894	46,789	10	5	1	6.3
	1957	208	42,812	44,803	195	1,783	60.3	203,371	128,437	14	1	..	..
	Central RR Co. of New Jersey 1958	600	114,817	116,489	5,974	4,187	59.5	341,415	174,613	60	..	3	4.8
	1957	612	120,309	121,805	6,676	4,742	65.5	352,802	182,723	63	..	4	6.0
	Chicago & Eastern Ill. 1958	863	145,817	145,817	3,284	5,580	60.6	446,863	222,120	27	..	5	15.6
	1957	862	133,426	133,426	3,465	6,389	64.7	473,505	233,165	29	..	5	14.7
	Elgin, Joliet & Eastern 1958	236	67,398	68,086	..	1,959	60.3	163,069	87,030	33	5	5	11.6
	1957	236	97,212	98,161	..	2,912	60.0	245,644	130,608	39	..	4	9.3
	Long Island 1958	345	22,561	22,561	6,617	238	52.9	17,807	7,351	12	..	..	..
	1957	345	23,906	23,906	7,079	287	52.5	21,661	9,052	12	..	..	..
	Pennsylvania System 1958	9,900	2,421,921	2,550,831	146,486	103,614	59.7	7,758,199	3,397,864	671	94	197	20.5
	1957	9,914	3,154,420	3,341,830	223,920	132,936	64.1	9,760,019	4,559,906	803	39	200	19.2
	Reading 1958	1,303	307,361	309,089	7,909	11,364	55.1	1,006,712	511,838	147	12	29	15.4
	1957	1,303	377,500	379,632	11,841	15,082	60.7	1,262,452	667,574	168	19	16	7.9
	Western Maryland 1958	845	145,531	150,689	8,092	5,825	59.2	521,036	291,171	45	4	3	5.8
	1957	846	183,493	192,736	13,145	7,838	61.6	677,762	382,427	48	..	..	..
Pocahontas Region	Chesapeake & Ohio 1958	5,067	1,179,096	1,183,495	21,606	52,060	54.6	4,711,569	2,546,862	611	21	7	1.1
	1957	5,067	1,627,188	1,632,946	30,979	73,324	55.3	6,634,230	3,705,816	573	8	75	11.4
	Norfolk & Western 1958	2,109	607,016	653,500	52,727	30,563	54.9	2,986,178	1,607,772	192	62	10	3.8
	1957	2,110	837,054	911,393	78,717	43,185	58.0	4,131,329	2,311,748	239	6	18	6.8
	Rich. Fred. & Potomac 1958	110	39,282	39,282	780	2,396	57.4	169,752	63,374	10	5	..	..
	1957	110	47,204	47,204	940	3,170	67.8	201,073	79,999	14	..	1	6.7
	Virginian 1958	608	148,933	151,393	3,873	7,773	52.7	768,380	433,786	50	13	15	19.2
	1957	611	196,550	200,270	5,706	10,281	54.9	999,124	569,379	60	1	10	14.1
Southern Region	Atlantic Coast Line 1958	5,282	666,230	666,230	6,954	23,275	54.4	1,840,867	791,369	110	18	2	1.5
	1957	5,283	810,605	810,605	10,048	27,706	58.7	2,091,582	924,923	126	..	4	3.1
	Central of Georgia 1958	1,730	193,332	193,332	1,887	7,688	62.8	576,489	278,209	33	..	2	5.7
	1957	1,731	187,333	187,333	1,791	7,975	68.6	559,339	275,089	32	..	3	8.6
	Cinn., New Orleans & T. P. 1958	334	128,062	128,062	774	7,629	58.7	519,899	211,659	19	..	12	38.7
	1957	336	133,663	133,663	723	9,101	66.2	565,299	239,310	24	..	5	17.2
	Florida East Coast 1958	571	125,067	125,067	..	3,928	53.4	314,405	114,187	54	..	..	..
	1957	571	155,014	155,014	..	5,193	52.5	404,038	134,200	58	..	2	2.3
	Gulf, Mobile & Ohio 1958	2,717	263,000	263,000	76	14,838	64.6	1,068,271	483,102	86	..	5	5.5
	1957	2,717	283,980	283,980	136	17,093	68.7	1,177,879	566,191	85	..	6	6.6
	Illinois Central 1958	6,497	995,753	995,753	27,014	41,384	58.3	3,095,303	1,361,747	216	79	72	19.6
	1957	6,503	1,168,106	1,168,106	32,121	50,212	60.0	3,758,550	1,713,861	252	76	59	15.2
	Louisville & Nashville(*) 1958	5,680	921,200	921,914	15,844	34,078	56.6	2,716,422	1,301,066	152	..	5	3.2
	1957	5,697	1,062,572	1,068,394	18,830	40,139	62.7	3,019,886	1,526,692	183	..	4	2.1
	Seaboard Air Line 1958	4,135	626,400	626,400	1,772	23,945	56.9	1,896,068	858,735	146	..	7	4.6
	1957	4,051	711,075	711,075	2,337	28,046	61.5	2,086,214	943,545	149	..	7	4.5
	Southern 1958	6,249	836,691	836,694	9,430	37,940	60.6	2,697,612	1,207,023	181	1	19	9.5
	1957	6,251	878,061	878,131	10,064	43,082	66.3	2,889,932	1,341,317	166	12	10	5.3
Northwestern Region	Chicago & North Western 1958	9,291	805,204	805,204	10,533	28,699	59.5	2,140,464	961,417	170	5	11	5.9
	1957	9,280	883,382	883,405	10,800	33,723	62.3	2,467,633	1,011,690	182	..	13	6.7
	Chicago Great Western 1958	1,437	135,103	135,103	190	7,352	65.3	524,552	241,790	28	..	2	6.7
	1957	1,437	140,440	140,440	270	8,711	70.2	604.929	296,104	31	..	1	3.1
	Chic., Milw., St. P. & Pac. 1958	10,583	845,801	856,700	14,314	36,378	61.2	2,585,328	1,125,891	284	12	11	3.6
	1957	10,621	941,083	956,405	17,916	43,368	65.9	2,982,738	1,362,745	277	1	18	6.1
	Duluth, Missabe & Iron Range 1958	559	24,612	24,619	156	303	48.3	25,137	10,326	28	67	18	15.9
	1957	565	31,274	31,274	438	517	51.7	42,066	19,139	28	36	16	20.0
	Great Northern 1958	8,262	863,105	864,559	18,039	36,148	66.8	2,462,887	1,086,916	246	29	1	.4
	1957	8,272	1,072,494	1,076,980	32,756	40,965	69.9	2,820,513	1,319,540	230	78	4	1.3
	Minneap., St. P. & S. St. Marie 1958	4,169	403,239	403,752	1,040	12,490	62.3	864,519	376,931	88	8	5	5.0
	1957	4,169	413,870	416,367	2,529	14,626	62.8	1,029,906	455,810	87	5	1	1.1
	Northern Pacific 1958	6,533	712,358	722,595	9,533	30,129	65.0	2,044,405	889,124	193	30	10	4.3
	1957	6,536	778,702	791,202	20,250	34,341	70.8	2,259,619	1,044,061	236	60	31	9.5
	Spokane, Portland & Seattle 1958	944	130,531	130,531	1,200	5,598	72.6	368,545	172,473	53	..	2	3.6
	1957	944	144,585	144,585	1,319	6,369	74.0	427,799	210,180	48	..	2	4.0
Central Western Region	Atch., Top. & S. Fe (incl. G. D. & S. F. and P. & S. F.) 1958	13,150	2,129,027	2,273,504	44,591	103,621	62.2	7,256,184	2,730,927	502	78	99	14.6
	1957	13,172	2,504,741	2,628,234	53,458	122,025	64.8	8,339,743	3,251,423	568	44	63	9.3
	Chic., Burl. & Quincy 1958	8,724	976,990	974,944	27,723	43,182	62.4	2,954,284	1,226,177	132	35	59	26.1
	1957	8,765	1,023,072	1,017,954	22,283	47,661	68.2	3,122,662	1,370,501	141	44	38	17.0
	Chic., Rock I. & Pac. 1958	7,567	912,291	913,950	2,240	36,920	58.4	2,754,015	1,099,600	177	..	9	4.8
	1957	7,581	984,687	987,358	3,180	41,910	62.9	3,020,422	1,293,911	171	..	4	2.3
	Denver & R. G. Wn. 1958	2,155	249,948	267,519	22,782	12,825	71.7	872,918	418,869	78	7	10	10.5
	1957	2,155	304,824	328,058	39,025	15,742	72.4	1,081,110	537,597	74	6	4	4.8
	Southern Pacific 1958	8,035	1,808,661	1,893,272	92,078	86,053	63.5	5,920,626	2,439,219	635	108	40	5.1
	1957	8,036	2,031,856	2,109,908	99,235	99,046	65.7	6,703,004	2,832,980	619	125	29	3.8
	Union Pacific 1958	9,753	2,003,928	2,040,267	65,197	94,113	61.9	6,506,121	2,624,997	324	112	70	13.8
	1957	9,786	2,220,389	2,275,905	90,587	105,891	66.0	7,210,607	3,113,478	403	58	90	16.3
	Western Pacific 1958	1,189	222,063	241,609	17,383	9,989	69.6	660,092	295,911	45	..	2	4.3
	1957	1,190	237,256	254,434	14,402	10,926	70.9	708,780	317,849	46	..	1	2.1
Southwestern Region	Kansas City Southern 1958	886	135,431	135,431	49	7,950	61.6	613,630	273,645	26	..	2	7.1
	1957	886	146,107	146,118	305	8,755	66.3	638,721	291,303	26	..	..	..
	Louisiana & Arkansas 1958	746	74,490	74,490	10	3,599	60.9	289,849	133,865	20	..	..	..
	1957	746	80,899	80,899	32	4,061	62.9	319,175	149,003	20	..	..	..
	Mo.-Kans.-Texas Lines 1958	3,059	239,452	239,452	2,278	11,180	60.6	783,695	340,615	78	..	1	1.3
	1957	3,172	299,215	299,215	3,034	14,470	66.3	959,059	355,014	71	..	5	6.6
	Missouri Pacific 1958	9,567	1,167,204	1,167,204	8,979	53,270	59.7	3,909,278	1,644,643	206	14	7	3.1
	1957	9,662	1,214,686	1,214,686	9,931	56,497	63.8	4,023,839	1,799,160	330	..	32	8.8
	St. Louis-San Francisco 1958	4,558	563,780	563,780	5,243	21,850	64.8	1,495,788	672,907	95	..	12	11.2
	1957	4,573	617,950	617,950	5,850	25,316	68.1	1,700,814	789,037	85	..	16	15.8
	St. Louis-San Fran. & Texas. 1958	141	17,482	17,482	..	556	56.5	43,620	19,571	2	..	..	..
	1957	154	19,518	19,518	..	638	62.6	46,973	22,123	2	..	..	..
	St. Louis Southw. Lines 1958	1,554	327,179	327,211	1,615	15,161	65.4	980,938	438,493	52	..	1	1.9
	1957	1,554	351,351	351,379	1,619	16,741	67.8	1,075,055	480,565	51	..	..	..
	Texas & New Orleans 1958	4,271	599,042	599,042	680	27,590	61.6	1,982,777	842,434	139	..	3	2.1
	1957	4,285	690,145	690,145	854	29,649	62.3	2,115,023	906,472	139	..	2	1.4
	Texas & Pacific 1958	1,822	295,426	295,426	2,773	13,980	56.5	1,079,391	390,832	41	..	2	4.7
	1957	1,822	303,884	303,884	4,426	15,163	62.1	1,118,789	437,157	45	..	..	..

For the Month of March 1958 Compared with March 1957

Region	Road	Year	Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net t on-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New England Region	Boston & Maine	1958	3,400	6,891	10,291	2.8	43,560	2,797	1,022	26.7	713	46.7	5,022	15.7	115.8
		1957	1,439	9,036	10,475	1.6	44,318	2,812	1,108	26.4	837	49.3	5,645	15.8	125.6
	Maine Central	1958	3,100	2,495	5,595	4.0	36,896	2,558	897	27.6	546	37.8	3,138	14.4	119.8
		1957	1,982	3,199	5,181	3.2	34,967	2,417	901	27.1	595	38.1	3,429	14.5	128.2
	N. Y., N. H. & Htfd	1958	4,391	12,051	16,442	3.4	46,107	2,942	1,147	26.5	538	33.2	5,176	15.7	116.4
		1957	2,310	14,129	16,439	2.3	47,487	2,902	1,155	25.3	611	36.3	5,712	16.4	116.6
Great Lakes Region	Delaware & Hudson	1958	7,252	4,690	11,942	4.3	66,959	3,802	1,771	34.2	751	37.1	11,531	17.7	150.8
		1957	2,024	5,787	7,811	4.6	64,643	3,746	1,990	37.8	1,437	55.9	15,208	17.3	168.6
	Del., Lack. & Western	1958	8,052	7,196	15,248	7.8	52,420	3,015	1,173	26.9	545	33.4	9,798	17.6	152.8
		1957	4,415	12,367	16,782	2.7	56,310	3,109	1,331	27.6	730	38.3	12,482	18.4	168.9
	Erie	1958	13,337	12,580	25,917	5.6	72,609	3,477	1,318	23.9	798	51.0	9,772	21.0	109.6
		1957	6,290	19,936	26,226	2.5	72,437	3,494	1,409	24.8	1,023	59.4	12,232	20.9	130.8
	Grand Trunk Western	1958	6,055	6,400	12,455	7.4	55,783	2,443	934	27.2	521	32.6	6,746	23.0	97.4
		1957	4,191	8,803	12,994	5.6	51,995	2,444	965	28.5	633	37.5	8,472	21.4	114.5
	Lehigh Valley	1958	6,562	8,317	14,879	10.9	63,475	3,058	1,324	30.6	578	31.0	7,620	20.9	216.7
		1957	4,272	10,118	14,390	2.7	72,929	3,139	1,382	30.2	701	36.5	8,819	23.4	241.2
	New York Central	1958	83,876	71,223	155,099	4.9	54,481	3,059	1,290	32.4	544	30.7	8,013	18.0	153.6
		1957	50,925	90,094	141,019	2.8	53,148	3,091	1,359	32.1	731	38.2	9,995	17.4	170.3
	New York, Chic. & St. L.	1958	13,977	9,196	23,173	9.9	60,748	3,206	1,323	29.9	1,075	60.0	11,385	19.2	137.1
		1957	6,820	18,949	25,769	7.2	55,102	3,155	1,397	32.0	1,330	65.6	15,864	17.8	143.9
	Pitts. & Lake Erie	1958	9,120	3,480	12,600	6.8	57,482	3,337	2,013	56.1	292	8.7	16,288	17.3	119.7
		1957	3,668	10,401	14,069	6.1	57,993	4,118	2,603	53.8	434	11.5	26,000	14.1	174.3
	Wabash	1958	10,401	9,685	20,086	6.2	65,626	2,986	1,120	26.3	830	52.8	7,045	22.0	136.6
		1957	9,425	10,604	20,029	3.3	63,898	2,933	1,160	26.3	1,029	60.1	8,702	21.9	169.5
Central Eastern Region	Baltimore & Ohio	1958	66,001	31,810	97,811	13.8	54,966	3,407	1,561	37.9	644	30.0	10,912	16.3	90.2
		1957	44,133	54,706	98,839	3.8	51,712	3,323	1,616	37.6	845	36.3	14,242	15.8	119.1
	Bessemer & Lake Erie	1958	9,656	304	9,960	7.8	54,524	3,079	1,697	57.1	154	4.9	7,256	18.7	70.2
		1957	5,536	809	6,345	6.8	81,511	4,999	3,157	72.0	672	15.5	19,919	17.2	111.1
	Central RR Co. of New Jersey	1958	4,387	8,750	13,137	12.1	43,443	3,096	1,584	41.7	446	18.0	9,388	14.6	84.6
		1957	2,077	10,057	12,134	6.3	42,873	3,032	1,570	38.5	466	18.4	9,631	14.6	85.2
	Chicago & Eastern Ill.	1958	3,804	2,523	6,327	13.7	62,099	3,084	1,533	39.8	1,146	47.5	8,303	20.3	158.9
		1957	2,487	4,103	6,590	9.5	65,257	3,586	1,766	36.5	1,105	46.8	8,726	18.4	139.5
	Elgin, Joliet & Eastern	1958	8,325	5,102	13,427	6.5	23,130	2,565	1,369	44.4	205	7.6	11,896	9.6	67.2
		1957	7,280	11,543	18,823	5.0	20,615	2,657	1,413	44.9	182	6.8	17,852	8.2	97.8
	Long Island	1958	..	3,028	3,028	.3	6,422	806	333	30.9	82	5.0	687	8.1	118.6
		1957	..	3,523	3,523	.8	6,827	930	389	31.5	76	4.6	846	7.5	131.2
	Pennsylvania System	1958	30,544	61,167	191,711	12.2	57,069	3,283	1,438	32.8	569	29.1	11,072	17.8	98.7
		1957	95,936	96,442	192,378	7.2	55,014	3,175	1,483	34.3	757	34.4	14,837	17.8	118.4
	Reading	1958	21,931	17,232	39,163	9.9	49,822	3,275	1,665	45.0	442	17.8	12,671	15.2	65.1
		1957	12,173	20,963	33,136	2.7	53,042	3,344	1,768	44.3	624	23.2	16,527	15.9	74.2
	Western Maryland	1958	8,856	2,522	11,378	3.0	51,547	3,645	2,037	50.0	841	28.4	11,116	14.4	106.5
		1957	4,938	5,205	10,143	1.9	51,029	3,788	2,137	48.8	1,238	41.2	14,582	13.8	154.6
Pocahontas Region	Chesapeake & Ohio	1958	73,061	19,346	92,407	2.4	78,098	4,016	2,171	48.9	906	33.9	16,214	19.5	66.1
		1957	52,755	34,911	87,666	.7	78,252	4,104	2,293	50.5	1,415	50.7	23,592	19.2	86.4
	Norfolk & Western	1958	51,751	6,726	58,477	1.1	88,629	5,043	2,715	52.6	891	30.8	24,592	18.0	92.5
		1957	36,639	11,366	48,005	1.2	87,236	5,051	2,827	53.5	1,530	49.3	35,342	17.7	129.3
	Rich. Fred. & Potomac	1958	205	991	1,196	2.0	96,946	4,327	1,615	26.4	1,886	124.2	18,585	22.4	90.1
		1957	55	1,242	1,297	.4	81,571	4,264	1,696	25.2	2,272	132.7	23,460	19.1	110.6
	Virginian	1958	14,926	1,489	16,415	2.1	77,481	5,262	2,971	55.8	873	29.7	23,015	15.0	71.4
		1957	10,678	2,682	13,360	.9	71,274	5,181	2,953	53.4	1,381	45.4	30,061	14.0	104.5
Southern Region	Atlantic Coast Line	1958	24,758	12,298	37,056	2.4	49,519	2,771	1,191	34.0	677	36.7	4,833	17.9	184.8
		1957	18,831	18,893	37,724	4.2	48,364	2,597	1,148	33.4	791	40.4	5,648	18.7	221.6
	Central of Georgia	1958	5,126	4,120	9,246	3.3	52,710	2,987	1,441	36.2	991	43.6	5,188	17.7	192.0
		1957	2,153	6,285	8,438	3.1	53,403	2,991	1,471	34.5	1,019	43.1	5,126	17.9	191.4
	Cinn., New Orleans & T. P.	1958	596	5,781	6,377	1.3	97,597	4,073	1,658	27.7	1,009	61.9	20,442	24.0	143.9
		1957	283	4,539	4,822	.3	100,018	4,247	1,798	26.3	1,582	90.8	22,975	23.6	150.0
	Florida East Coast	1958	698	3,932	4,630	.8	42,174	2,515	913	29.1	847	54.6	6,451	16.8	83.3
		1957	293	5,821	6,114	.2	39,573	2,610	867	25.8	702	51.8	7,581	15.2	104.6
	Gulf, Mobile & Ohio	1958	8,429	8,183	16,612	7.4	79,272	4,063	1,837	32.6	946	44.9	5,736	19.5	100.2
		1957	5,390	10,026	15,416	7.1	81,616	4,153	1,996	33.1	1,159	50.9	6,722	19.7	108.7
	Illinois Central	1958	32,133	16,010	48,143	2.9	57,265	3,138	1,380	32.9	913	47.6	6,761	18.4	96.5
		1957	26,370	25,245	51,615	2.5	56,715	3,254	1,484	34.1	1,055	51.6	8,502	17.6	108.9
	Louisville & Nashville(*)	1958	45,695	12,818	58,513	4.9	53,338	2,955	1,415	38.2	734	34.0	7,389	18.1	207.8
		1957	27,928	20,263	48,191	4.5	52,619	2,848	1,440	38.0	1,007	42.2	8,645	18.5	203.9
	Seaboard Air Line	1958	19,178	11,049	30,227	2.7	56,292	3,083	1,396	35.9	922	45.2	6,699	18.6	156.7
		1957	11,883	17,716	29,599	2.1	56,615	2,987	1,351	33.6	990	47.9	7,513	19.3	172.2
	Southern	1958	22,481	24,150	46,631	4.8	54,797	3,236	1,448	31.8	829	43.0	6,231	17.0	146.4
		1957	17,123	25,780	42,903	4.4	55,334	3,300	1,532	31.1	1,004	48.7	6,922	16.8	167.8
Northwestern Region	Chicago & North Western	1958	25,364	23,404	48,768	5.0	51,021	2,669	1,199	33.5	635	31.8	3,338	19.2	155.1
		1957	19,679	30,774	50,453	5.3	49,171	2,831	1,161	30.0	612	32.7	3,517	17.6	166.3
	Chicago Great Western	1958	2,833	4,340	7,173	3.2	73,549	3,887	1,792	32.9	1,149	53.5	5,428	18.9	151.3
		1957	1,703	4,601	6,304	3.0	80,733	4,312	2,111	34.0	1,550	64.9	6,647	18.7	148.3
	Chic., Milw., St. P. & Pac.	1958	39,405	21,045	60,450	5.1	61,177	3,065	1,335	30.9	606	32.0	3,432	20.0	98.8
		1957	28,297	31,133	59,430	6.7	62,213	3,180	1,453	31.4	741	35.8	4,139	19.6	112.2
	Duluth, Missabe & Iron Range	1958	14,798	379	15,177	4.5	16,882	1,070	440	34.1	23	1.4	596	16.5	8.2
		1957	13,564	634	14,198	1.7	22,640	1,470	669	37.0	44	2.3	1,093	16.8	16.1
	Great Northern	1958	26,854	17,084	43,938	3.7	62,477	2,874	1,268	30.1	819	40.8	4,244	21.9	110.4
		1957	21,333	21,529	42,862	3.6	55,401	2,651	1,240	32.2	989	43.9	5,146	21.1	122.5
	Minneap., St. P. & S. St. Marie	1958	7,827	6,344	14,121	2.8	48,484	2,155	939	30.2	837	44.5	2,917	22.6	148.9
		1957	5,646	9,316	14,962	5.6	53,115	2,502	1,108	31.2	971	49.6	3,527	21.3	161.1
	Northern Pacific	1958	20,860	13,209	34,069	3.6	62,870	2,873	1,249	29.5	847	44.1	4,390	21.9	104.0
		1957	18,117	14,510	32,627	3.5	59,643	2,914	1,346	30.4	986	45.8	5,153	20.6	85.7
	Spokane, Portland & Seattle	1958	1,702	3,389	5,091	3.2	43,404	2,838	1,328	30.8	1,072	47.9	5,894	15.4	87.7
		1957	1,410	4,302	5,712	1.4	42,340	2,972	1,460	33.0	1,094	44.8	7,182	14.3	101.3
Central Western Region	Atch., Top. & S. Fe (incl. G. D. & S. F. and P. & S. F.)	1958	59,767	26,210	85,977	5.7	81,408	3,416	1,286	26.4	1,039	63.4	6,699	23.9	116.8
		1957	55,907	36,603	92,510	4.8	79,198	3,334	1,300	26.6	1,130	65.4	7,963	23.8	136.9
	Chic., Burl. & Quincy	1958	25,853	18,833	44,686	2.9	67,557	3,031	1,258	28.4	885	50.0	4,534	22.3	150.2
		1957	21,433	23,283	44,716	2.6	67,086	3,057	1,342	28.8	1,000	51.0	5,044	22.0	159.9
	Chic., Rock I. & Pac.	1958	17,775	22,694	40,469	4.8	63,892	3,025	1,208	29.8	882	50.7	4,688	21.1	169.4
		1957	12,294	24,381	36,675	5.8	62,649	3,078	1,318	30.9	1,178	60.7	5,506	20.4	191.1
	Denver & R. G. Wn.	1958	9,136	4,924	14,060	4.9	70,579	3,503	1,681	32.7	972	41.5	6,270	20.2	104.4
		1957	6,679	6,256	12,935	3.1	67,892	3,561	1,771	34.2	1,336	54.1	8,047	19.1	149.5
	Southern Pacific	1958	35,813	31,271	67,084	1.8	70,096	3,306	1,362	28.3	1,168	64.9	9,793	21.4	88.1
		1957	29,430	39,525	68,955	1.7	67,888	3,345	1,414	28.6	1,344	71.5	11,372	20.6	100.0
	Union Pacific	1958	35,099	28,980	64,079	1.8	88,143	3,282	1,324	27.9	1,333	77.2	8,682	27.1	135.5
		1957	30,876	35,451	66,327	1.8	84,210	3,275	1,414	29.4	1,561	80.5	10,263	25.9	140.5
	Western Pacific	1958	2,881	2,797	5,678	3.0	78,536	2,988	1,340	29.6	1,721	83.5	8,028	26.4	183.8
		1957	2,209	3,228	5,437	2.0	73,161	3,011	1,350	29.1	1,842	89.3	8,616	24.5	194.5
Southwestern Region	Kansas City Southern	1958	2,934	5,062	7,996	3.9	95,775	4,550	2,029	34.4	1,098	51.8	9,963	21.1	177.7
		1957	1,913	5,460	7,373	3.0	90,895	4,384	1,999	33.3	1,279	58.0	10,606	20.8	209.5
	Louisiana & Arkansas	1958	2,670	3,373	6,043	5.4	79,064	3,902	1,802	37.2	714	31.5	5,789	20.3	163.5
		1957	1,865	3,521	5,386	5.8	75,904	3,954	1,846	36.7	909	39.4	6,443	19.2	167.7
	Mo.-Kans.-Texas Lines	1958	6,121	5,634	11,755	7.8	65,559	3,295	1,432	30.5	925	50.1	3,592	20.0	107.6
		1957	4,570	6,566	11,136	7.0	64,605	3,221	1,192	24.5	1,007	61.9	3,610	20.2	136.0
	Missouri Pacific	1958	26,070	20,047	46,117	6.0	71,785	3,362	1,414	30.9	1,167	63.3	5,545	21.4	173.3
		1957	20,296	26,310	46,606	3.8	70,887	3,323	1,486	31.8	1,278	62.9	6,007	21.4	114.0
	St. Louis-San Francisco	1958	14,536	8,133	22,669	1.7	57,817	2,665	1,199	30.8	913	45.7	4,762	21.8	183.4
		1957	12,124	11,880	24,004	2.1	58,576	2,765	1,283	31.2	1,064	50.1	5,566	21.3	206.4
	St. Louis-San Fran. & Texas.	1958	..	538	538	2.0	43,533	2,514	1,128	35.2	1,124	56.5	4,477	17.4	294.8
		1957	..	385	385	2.3	44,864	2,407	1,133	34.7	1,837	84.6	4,634	18.6	328.5
	St. Louis Southw. Lines	1958	3,055	3,646	6,701	1.5	69,823	3,002	1,342	28.9	2,085	110.3	9,102	23.3	207.7
		1957	1,961	4,639	6,600	.8	69,664	3,060	1,368	28.7	2,306	118.5	9,976	22.8	232.2
	Texas & New Orleans	1958	8,094	13,714	21,808	1.6	73,630	3,329	1,414	30.5	1,229	65.4	6,363	22.2	147.0
		1957	5,367	15,983	21,350	1.2	66,726	3,083	1,321	30.6	1,357	71.2	6,824	21.8	170.0
	Texas & Pacific	1958	4,137	5,532	9,669	2.6	83,895	3,669	1,328	28.0	1,294	82.0	6,920	23.0	239.7
		1957	3,085	6,491	9,576	2.7	81,107	2,693	1,443	28.8	1,423	79.5	7,740	22.0	238.4

*Includes operations of Nashville, Chattanooga & St. Louis, merged into Louisville & Nashville on August 30, 1957.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

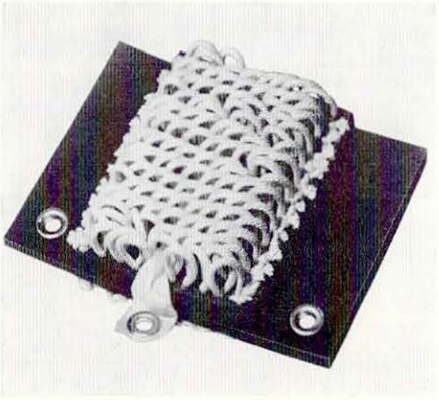
New Products Report

Inverters

A new line of Universal inverters is a combination of four inverter designs in one unit. They are designed for operating PA systems, electric hand tools, and many other devices including electronic test equipment, from d.c. voltages in trucks, trains and d.c. districts. All inverters provide 110-voltage a.c. output at 60 cycles, with output wattages ranging from 80 to 600 watts. Input voltages range from 6 to 220 volts d.c. *American Television & Radio Co., Dept. RA, 300 East 4th St., St. Paul 1, Minn.*

Folder-Inserter

Designed for use by business firms with moderate mailing volume, this folder-inserter is electrically driven, can feed, fold and insert material into envelopes at speeds of up to 4,000 per hour. Two enclosures can be inserted by putting the material through the machine twice; or, several pieces can be inserted in one operation by nesting them in advance. The device consists of two units—a Model 3300 inserting machine and either one of two folding machines. *Pitney-Bowes, Inc., Dept. RA, Stamford, Conn.*



Journal Lubricator

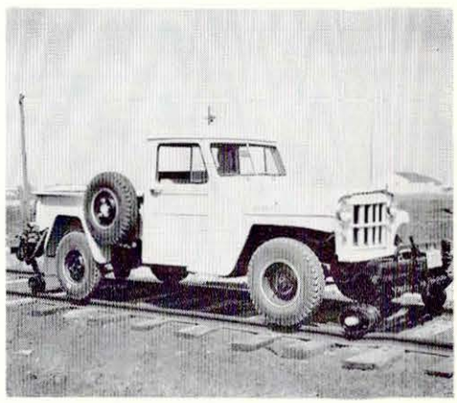
The Cool-Pak lubricator, a departure from previous models, is based on a "resilient wicks" principle which is said to keep wicking surfaces in contact with the journal throughout the minus 60 to 130 deg F temperature range. Cool-Pak is composed of a two-layer felt base 2 in. thick and a series of 110 to 180 wicks, depending on lubricator size. In the center of each wick is a 21-filament stranded stainless-steel wire. By spring action, the self-lubricating wires hold the wicks against the journal. The wicks are made from a blend of nylon, wool and cotton yarn, selected to provide optimum oil delivery, wick-rise rate, abrasion resistance, aging properties, and chemical stability. The manufacturer claims the wicks cannot be held away from the journal even under extreme cold conditions. Road tests have shown that Cool-Pak allows a journal to run as much as 17 per cent cooler than loose packing. Cool-Pak exerts relatively light pressure on the journal, and the looped wicking arrangement provides a free air space which aids in dissipating journal heat. Cool-Pak has been approved by the AAR for test application. *Uni-Pak Corp., Dept. RA, Box 8302, Swissvale, Pittsburgh 18.*

Freight-Car Enamel

This "Direct-to-Metal" enamel may be hot or cold sprayed, requires no primer and, according to the manufacturer, will lower finishing costs and provide greater versatility in finishing methods. The rust inhibitive pigments in it provide a built-in protective coating. Finishes dry to a 3- to 4-mils film build with normal two-pass spraying, and cars may be pounce or spray stencilled in 3-4 hrs. It is available in black, red and standard railroad colors. *Transportation Div., Sherwin-Williams Co., Dept. RA, Cleveland 1.*

Portable Photocopy Machine

The new Genco Challenger photocopy machine provides a maximum copy surface of 11-in. by 15-in., weighs 14 pounds and operates on 110 volts AC or DC. The curved-surface printer has a positive contact, spring tension canvas cover. According to the manufacturer, the machine will copy from all colors and may be operated under normal office and factory lighting conditions. No shielding device is required, the manufacturer points out. *General Photo Products Co., Inc., Dept. RA, 15 Summit Avenue, Chatham, N. J.*



Truck on Rails

The A30 Hy-Rail truck has been fitted with a load bearing type of guide wheels. With this new mounting the guide wheels carry a definite loading. They are raised and lowered by hydraulic power, and held in position by a separate mechanical lock. The wheel load is applied by means of an adjustable, rubber-cushion torque unit. A separate electric motor drives the hydraulic pump only when the control button is depressed, the manufacturer states. *Fairmont Railway Motors, Inc., Dept. RA, Fairmont, Minn.*

MARKET OUTLOOK *at a glance*

Carloadings Rise 0.9% Over Previous Week's

Loadings of revenue freight in the week ended June 21 totaled 627,677 cars, the Association of American Railroads announced on June 26. This was an increase of 5,456 cars, or 0.9%, compared with the previous week; a decrease of 119,087 cars, or 15.9%, compared with the corresponding week last year; and a decrease of 171,915 cars, or 21.5%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended June 14 totaled 622,221 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, June 14

District	1958	1957	1956
Eastern	90,050	116,449	125,635
Allegheny	107,045	145,864	157,982
Pocahontas	52,076	67,831	66,584
Southern	112,085	120,650	128,220
Northwestern	90,019	122,727	127,144
Central Western	117,110	118,773	132,448
Southwestern	53,836	53,828	63,415
Total Western Districts	260,965	295,328	323,007
Total All Roads	622,221	746,122	801,428
Commodities:			
Grain and grain products	60,089	47,894	62,021
Livestock	4,974	4,944	6,576
Coal	115,201	143,622	142,992
Coke	5,691	10,757	12,852
Forest Products	38,121	42,119	47,102
Ore	50,501	89,024	89,363
Merchandise l.c.l.	44,211	53,671	59,322
Miscellaneous	303,433	354,091	381,200
June 14	622,221	746,122	801,428
June 7	612,715	733,477	787,075
May 31	529,547	671,045	719,209
May 24	570,670	722,903	788,254
May 17	560,765	722,144	778,997
Cumulative total, 24 weeks	13,044,205	16,360,899	17,374,175

IN CANADA.—Carloadings for the seven day period ended June 14 were not available as this issue went to press.

New Equipment

LOCOMOTIVES

► *Minneapolis & St. Louis.*—Will purchase 14 1750-hp GP-9 diesel-electric locomotives from Electro-Motive Division of General Motors at a cost of $2,640,000. Delivery will be made in October. A. W. Schroeder, M&StL president, said the purchase will enable the road to replace 15-year-old units now in service. In some instances, he said, the new power will permit 30 per cent shortening of freight schedules. The replacement program will also speed yard operation at major terminals and reduce costs, partly through faster handling of cars and consequent earlier deliveries to connections ahead of the midnight per diem cutoff.

► *N&W to Buy 268 Diesels for $50 Million.*—Stuart T. Saunders, Norfolk & Western president, announced last week that his railway will purchase 268 general purpose, diesel road-switchers and switchers at an estimated cost of $50 million. Some road-switchers, he said will be equipped for passenger service. The new units will completely dieselize N&W operations at present traffic levels. Of some 262 steam locomotives now on the N&W roster, 202 will be retired by the end of 1960. The remaining 60 will be used as standby power during peak levels of traffic and in emergencies. This program will enable the N&W to exhaust the serviceable mileage remaining in its fleet of steam locomotives. Mr. Saunders described the decision to purchase the new locomotives as "an expression of the great confidence the N&W has in the future of the territory it serves."

Purchases & Inventories

► *Three Months' Purchases Down 45.03%.*—Purchases by domestic railroads of all types of materials in this year's first three months were $292.482 million, or 45.03%, lower than in the comparable 1957 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

*PURCHASES**	*March 1958*	*Three Months 1958*	*Three Months 1957*
	(000)	*(000)*	*(000)*
Equipment**	$ 2,271	$ 9,796	$169,008
Rail	4,254	15,996	30,364
Crossties	4,051	12,986	18,649
Other Material	72,063	224,490	302,912
Total from Manufacturers	$ 82,639	$263,268	$520,933
Fuel	30,973	93,805	128,622
Grand Total	$113,612	$357,073	$649,555

*Subject to revision.
**Estimated value of orders.

INVENTORIES†*	*March 1, 1958*	*March 1, 1957*
	(000)	*(000)*
Rail	$ 62,486	$ 56,558
Crossties	100,323	98,365
Other Material	497,383	549,284
Scrap	20,502	22,797
Fuel	26,825	35,540
Total	$707,519	$762,554

*Subject to revision.
†All total inventory figures taken from ICC statement M-125 for month indicated.

CNS&M Files for Abandonment

The venerable Chicago, North Shore & Milwaukee has reached the end of the line, insofar as continued operation is concerned. The company has filed petition with the ICC and the regulatory commissions of Illinois and Wisconsin, asking permission to abandon its entire line.

Four principal reasons are responsible for the action:

- North Shore is exhausting its cash resources. The situation is termed "acute."
- The line has suffered losses every post-war year. The total for the 1947-58 period amounted to $4,312,562. Most recently, the road posted a deficit of $414,914 in 1957, then added a net loss of $120,179 over the first quarter of 1958.
- North Shore, "in the face of an impossible financial situation, (is) confronted with major capital outlays far beyond our means." Municipal improvements at Milwaukee account for most of the trouble. Ironically, these municipal projects are "designed to facilitate the flow of automobile traffic. . . the automobile is one of our greatest competitors and one of the prime causes of our business decline." CNS&M estimates these projects would cost the railroad about $1 million—which the company doesn't have.
- The electrified road can't match its competition. Both the Milwaukee and the North Western make the Chicago-Milwaukee run faster than the North Shore; automobile traffic is growing, highways are being improved; and a major bus company is inaugurating air-conditioned bus service between Chicago and Milwaukee.

Earlier this year, some efforts were made to sell the company and a brochure was prepared for prospective buyers. There were no bidders. About three years ago, the road abandoned its shore-line route along Lake Michigan between Chicago and Waukegan, Ill.

In the present action, CNS&M has requested joint and concurrent hearings by the three regulatory commissions involved. Directors and stockholders of the company have approved the abandonment petitions.

The petitions cast serious doubt on the road's future, even over the short term. "It is doubtful," the road said, "that there will be cash available for continued operations for the remainder of the current calendar year."

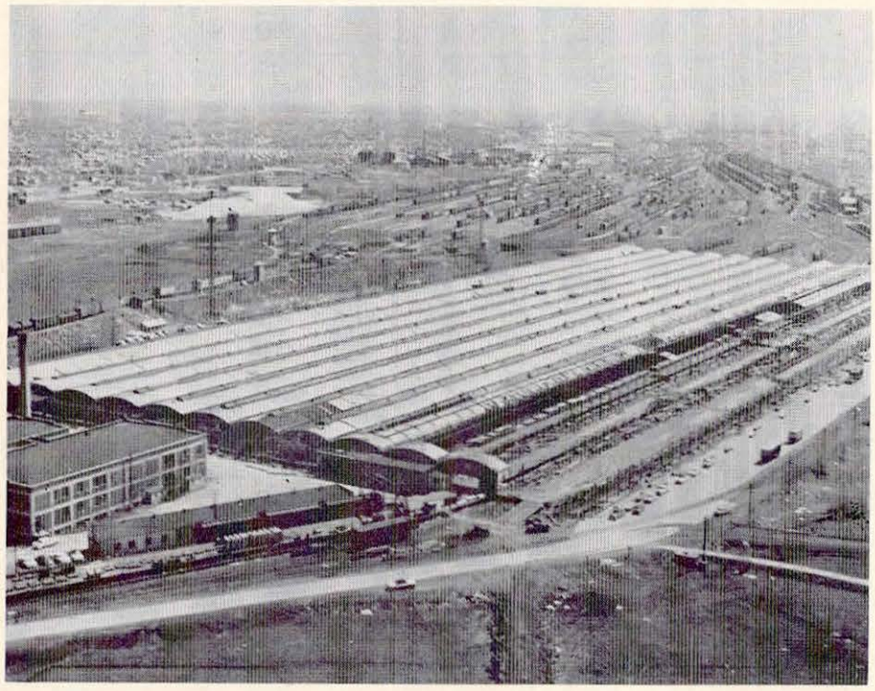
In addition, a company officer said, the road will lose $130,000 in revenue from power company easement leases after next Dec. 31. At present, lease income amounts to $180,000 and the revenues have helped tide the road over in the face of mounting losses on passenger service.

Opposition to North Shore's plan developed immediately, from state and local government officers and from a hastily-formed commuters protective association.

The announcement by the road also revived talks of public authority operation of suburban transportation and possibilities of public aid for the carriers.

The North Shore operates approximately 90 miles of line between Chicago and Milwaukee and an 8-mile branch from Lake Bluff to Mundelein, Ill. The line carried 5,110,758 passengers in 1957, down from 5,211,047 in 1956.

While the North Shore was moving for abandonment, another Illinois electric line —Chicago, Aurora and Elgin—was still fighting to stay in service. Officers of the road last week went before the Illinois Commerce Commission for permission to release $115,000 from a restricted fund for use for general operating purposes. Meantime, CA&E is staying in the freight business and is interested in the possibility of resuming passenger service, dropped almost a year ago when the line was under different management.



A 'White Elephant' Bites the Dust

This mammoth 21-acre Chicago & North Western LCL freight house at Proviso Yard, Chicago, has now been torn down. Termed "hopelessly obsolete" and "a monstrous white elephant" by C&NW President C. J. Fitzpatrick, the 30-year-old structure yields to additional classification tracks. Much of the line's remaining LCL traffic is handled piggyback.

Dissents Filed

Carrier Members Protest NRAB Telegrapher Awards

Carrier member dissents have been filed in connection with two recent awards in the National Railroad Adjustment Board, Third Division, with referee. In both awards, the claim of the Order of Railroad Telegraphers was sustained, in whole or in part.

In one case, the award upheld a claim against the New Haven that the carrier violated the agreement by abolishing an operator's position and assigning the work to employees not covered by the agreement. The dissent pointed out that the "work" involved amounted to telephoning two reports (which did not control train operations) and consumed only a few minutes per day. Similar arguments, the dissent noted, had been rejected in previous awards.

The ORT claim for payment for employees who had been adversely affected or deprived of work by reason of the carrier's action was denied. The award did, however, sustain the union claim for compensation for any loss of wages for the holder of the position in question as of its abolition (in 1953) until "such time as the parties follow 'the orderly process' of the agreement and remove the position from the agreement by conference and agreement. . ."

The dissent quoted previous awards touching on the issue of management prerogatives and its right to adjust operations, facilities and labor demands in response to the ebb and flow of traffic. The dissent wound up with a declaration that "an award of this character wrongfully increases the difficulties confronting carriers in their struggle for survival."

The second ORT case involved the Rock Island in a claim that the carrier violated the agreement by permitting employees outside the agreement at Memphis, Tenn.,

to handle reports at a time when the regularly assigned telegrapher was not on duty. The claim asked payment for the telegrapher for each time the carrier permitted employees outside the agreement to perform the work. The entire claim was sustained.

The dissent contended that the actual telephone conversations involved in the dispute were not messages of record. Moreover, a previous award had denied a claim where the message concerned was the same in every respect as the one now at issue.

The dissenters also cited two other awards bearing on the question and concluded that "instead of relying upon this sound precedent, the majority resorted to speculation and conjecture and made an erroneous award. The majority has penalized the carrier for correctly relying upon an award which was made final and binding. . ."

Budd Stresses Plan-Ahead, Safety Education Themes

Management that manages for today and lets tomorrow go hang isn't fulfilling the obligations managers must assume.

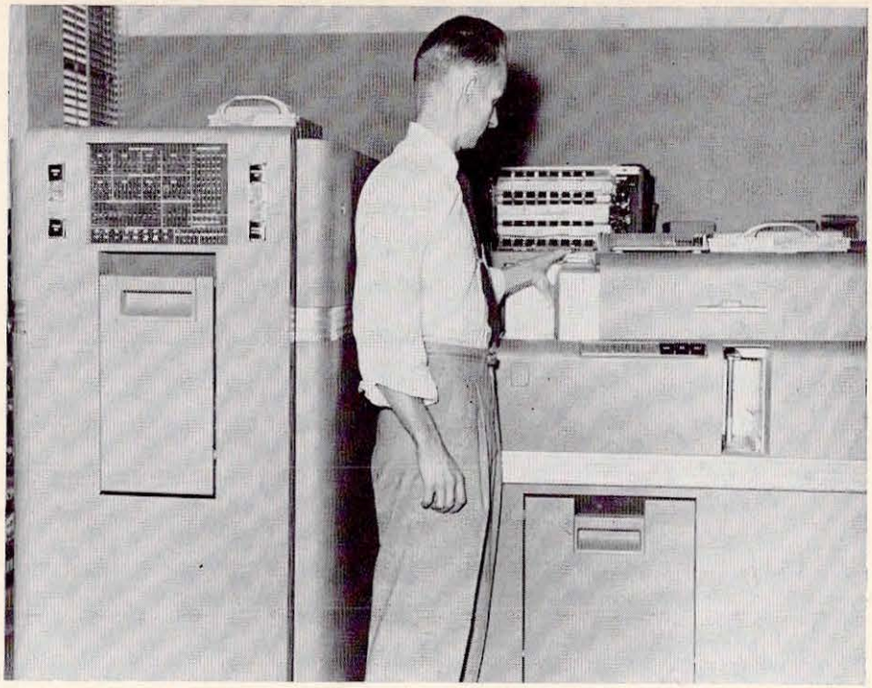
The viewpoint is that of John M. Budd, president of the Great Northern, who addressed the annual meeting of the Safety Section of the AAR last week in St. Paul, Minn.

"One of the important considerations of a president of any railroad and one to which a great deal of time is devoted is planning for the future," he told the group. "This calls for the exercise of his best judgment based to a large extent on past performance and imagination as to what may come to pass in the future. Certainly he best available advice must be obtained rom within the company and within the ndustry.

"We have an obligation to our customers, our employees, and our stockolders that is deep-seated. We must assure ot only the present operation on a successful basis but do our best trying to proide for the distant future. In doing so we ust deal not only with material things. . . ut more importantly we must be thinking f the railroaders of tomorrow. It is our uty to attract to the industry young men nd women of imagination, sincere purose and bubbling enthusiasm for the future improvement of a safe and efficient transportation system presently entrusted o our care."

Mr. Budd devoted much of his address to youth and safety—and to the emphasis he feels safety should have in every educational program. In particular, he stressed the need for education in highway safety.

As for railroad safety itself—"The substantial improvement in railroad safety records that has come about in the past several years indicates a constructive attitude that permeates the industry. [But] in spite of past improvements we still have room for even better records in the future."



IBM Machine Speeds Cotton Belt Payroll

Cotton Belt has simplified its payroll tabulation by installing an IBM Type 604. The machine handles all payroll calculations in one operation and has shortened the bi-weekly payroll job by half a day. Cards containing payroll details move through at a rate of 100 per minute, more than twice the rate of previous machines. The new machine is also used for freight accounting and car record statistics. The operator is shown placing cards in the punch machine which feeds problems to the electronic calculator behind him. Machine at left is the IBM 604; at right, the companion IBM 521.

13.1% Drop in Loadings Seen

The 13 regional Shippers Advisory Boards in reports to the AAR's Car Service Division estimate a decrease of 13.1 per cent in the number of cars loaded with revenue freight in the third quarter of 1958 compared with the like period in 1957.

On the basis of the estimate, loadings of the 32 principal commodity groups will be approximately 6,395,947 cars in the third quarter, compared with 7,356,286 cars in the third quarter of 1957.

Three boards predicted increases in third-quarter loadings, while ten estimated reductions.

The tabulation shows actual loadings for each district in the third quarter of 1957, the estimated loadings for the third quarter of 1958, and percentage of change:

Shippers Advisory Boards	Actual Loadings Third Quarter, 1957	Estimated Loadings Third Quarter, 1958	Percent
New England	94,769	85,537	9.7 dec.
Atlantic States	723,049	634,985	12.2 dec.
Allegheny	794,056	590,280	25.7 dec.
Ohio Valley	998,649	849,191	15.0 dec.
Southeast	814,566	795,278	2.4 dec.
Great Lakes	608,555	433,584	28.8 dec.
Central Western	255,079	256,352	0.5 inc.
Mid-West	841,071	778,040	7.5 dec.
Northwest	758,754	566,941	25.3 dec.
Trans-Missouri-Kansas	347,501	349,972	0.7 inc.
Southwest	468,043	447,754	4.3 dec.
Pacific Coast	396,111	349,992	11.6 dec.
Pacific Northwest	256,083	258,041	0.8 inc.
TOTAL	7,356,286	6,395,947	13.1 dec.

The boards expect third-quarter increases in loadings of seven of the commodities listed, and decreases in 25. Those expected to increase are: cement, 13.1%; potatoes, 10.5%; all grain, 4.8%; salt, 2.5%; frozen foods, fruits, and vegetables, 2%; poultry and dairy products, 1.8%; and fresh vegetables other than potatoes, 1.5%.

The expected decreases range from 35.8% on ore and concentrates to 0.7% on flour, meal, and other mill products.

Spending Put at $706.4 Million

Class I line-haul railroads now expect that their gross capital expenditures for 1958 will total $706,350,000.

That is based on actual first-quarter expenditures of all 110 roads in the group and second, third and fourth quarter estimates submitted by 105 of them. The reports went to the ICC's Bureau of Transport Economics and Statistics which summarized them in its "Transport Economics."

The $706.4 million would be a drop of 49.3% below 1957's expenditures which totaled $1,394,261,000. First quarter expenditures were down only 26.2%.

The bureau's summary appears in the accompanying table as it appeared in "Transport Economics."

Actual and estimated gross capital expenditures
class I railroads

Period	Number of roads	Road	Equipment	Total	Percent of total	
					Road	Equipment
		Thousands	*Thousands*	*Thousands*		
Actual 1957:						
1st quarter	110	$85,729	$258,341	$344,070	24.9	75.1
Year	110	386,324	1,007,937	1,394,261	27.7	72.3
Actual 1958:						
1st quarter	110	64,095	189,768	253,863	25.2	74.8
Estimated 1958:						
2nd quarter	105	75,118	136,283	211,401	35.5	64.5
3rd quarter	105	74,640	66,464	141,104	52.9	47.1
4th quarter	105	60,155	39,827	99,982	60.2	39.8
Total:						
Year 1958, actual and estimated	..	274,008	432,342	706,350	38.8	61.2
Percent of increase:						
1st quarter 1958 vs. 1957	..	d25.2	d26.5	d26.2	..	..
Year 1958 vs. 1957 actual and estimated	..	d29.0	d57.1	d49.3	..	..

CNR, BLF&E Hearings Adjourned

Conciliation board hearings in the Canadian National's dispute with the firemen's union have been adjourned until August 11. The postponement was announced late Wednesday, eight days after the case was opened.

A major part of the dispute centers around the railroad's effort to eliminate the diesel rule from the union agreement, thus giving management the unrestricted right to determine when and if firemen are to be used. CNR charged that present practice ties up a substantial labor force in an unproductive occupation and may be a factor tending toward deterioration of morale.

The railroad cited its 1957 deficit of $29.6 million and estimated the 1958 loss at a substantially higher figure. Continuing rate increases, the carrier contended, aren't the answer. And the only other avenue of approach to the problem involves taking advantage of all possible ways and means to increase efficiency and produce economies.

CNR said the cost of maintaining firemen as at present will rise from $10,700,000 this year to approximately $13,000,000 by 1961, when the road expects to become fully dieselized.

Other items at issue in the dispute involve the union demand for an 18 per cent wage hike. CNR is opposing granting the increase and other benefits, charging that the package would cost the road some $6.8 million annually. Abolition of arbitraries is also being sought, on grounds that the agreements, dating from past years, are no longer realistic in light of present conditions.

Unemployment Benefit Payments Down in May

Railroad unemployment benefits paid during May totaled more than $2,500,000 less than the record amount paid out in April, according to Railroad Retirement Board figures. May benefit payments amounted to approximately $20,153,000.

RRB statistics also showed a decline in the number of beneficiaries—some 165,000 railroaders drew benefits during the month, about 9 per cent under April figures. At the end of May, the board said, 120,000 claimants were registering for benefits, 22,000 fewer than a month earlier.

Recalls to regular jobs or employment outside the industry accounted for part of the decrease in benefits and beneficiaries. But, the board said, a major cause of the decline lay in the fact that 15,000 claimants exhausted their benefits during the month.

Joseph A. Papa
REA

Harvey R. Wright
Santa Fe

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—Timothy J. Ahern, auditor of freight receipts, **New Haven,** at New Haven, Conn., appointed chairman, freight committee, accounting division, AAR.

BALTIMORE & OHIO.—Dr. Samuel M. English, medical and surgical director, Baltimore, Md., retires July 1. **Dr. I. Kaplan,** medical examiner, succeeds Dr. English.

BESSEMER & LAKE ERIE.—W. B. Finley, chief claim agent, **Union Railroad,** appointed also assistant to general manager, B&LE, Pittsburgh, Pa. Mr. Finley will take over the duties relating to piggyback traffic formerly handled by **G. A. Squibb.**

D. T. Faries, principal assistant engineer, Greenville, Pa., appointed chief engineer there, succeeding **J. E. Yewell,** retired.

BURLINGTON.—J. W. Terrill, superintendent, Casper and Sheridan (Wyo.) division, Casper, transferred to the Aurora (Ill.) and LaCrosse (Wis.) divisions, Aurora, to succeed **Andrew E. Stoll,** who retired June 30. **A. E. Way,** superintendent, St. Joseph (Mo.) division, named to replace Mr. Terrill. **F. W. Young,** assistant superintendent, Creston (Iowa) division, appointed assistant superintendent, St. Joseph, and is replaced by **J. E. Cary.**

CHICAGO & NORTH WESTERN.—William A. Bowl appointed mechanical inspector-car, Chicago, su ceeding **D. R. Whitenight, Jr.**

RAILWAY EXPRESS AGENCY.—William J. Wall appointed to the newly created position of dir tor, International division, reporting directly the president in New York.

N. Russell Johnson, vice president, Mounta Pacific region, San Francisco, named vice pre dent, Eastern region, New York, succeedi **Whitworth M. Smith,** who retires July 1. **Jose A. Papa,** general manager, Chicago divisio replaces Mr. Johnson at San Francisco. **Fran T. Halligan,** superintendent, office division, N York, promoted to general manager, Midwe Texas divisions, Houston, Tex., succeeding **Fra J. Fagan,** transferred to the Eastern Lakes div sion. Detroit, Mich. Mr. Fagan replaces **Robe A. Miller,** who succeeds Mr. Papa.

SANTA FE.—Harvey R. Wright, assistant genera freight traffic manager, Chicago, appointed ge eral freight traffic manager there, effective Ju 1, to succeed **F. H. Rockwell,** retiring.

H. C. Baughn appointed acting superintenden Los Angeles division, San Bernardino, Cal., suc ceeding **A. K. Johnson,** on leave of absence. **D. R. Weems** named acting superintendent of communications, Coast Lines, Los Angeles, to replace **C. A. Crouch,** on leave of absence.

OBITUARY

Edward F. Blomeyer, 95, retired vice president, **Ann Arbor Railroad and Steamship Line,** died June 18 at Peoria, Ill.

Supply Trade

Don Heaton, formerly director of public relations, **Vapor Heating Corporation,** Chicago, has formed an organization to be known as **Don Heaton Associates—Public Relations,** with headquarters at Chicago. The new firm will serve medium size manufacturing companies and associations in all phases of public relations.

Charles A. Mapp has been named assistant vice-president of sales, **Thrall Car Manufacturing Company,** Chicago Heights, Ill. Mr. Mapp was formerly assistant manager of the railroad division of **Fairbanks-Morse & Company.**

Effective June 23, offices of **Milar & Company** moved from 319 West 37th Street, Chicago, to the company's new factory at 300 State Street, Chicago Heights, Ill.

The **Union Switch & Signal** division of **Westinghouse Air Brake Company** has moved its San Francisco office from 501 Matson building, Zone 5, to 812 Industrial Indemnity building, 155 Sansome street, Zone 4.

The Westinghouse Air Brake Company, Air Brake division and **Railroad Friction Products Corporation,** San Francisco, Cal., moved from 501 Matson building, 215 Market street, to 812 Industrial Indemnity building, 155 Sansome street, Zone 4.

W. M. Stevenson, railroad sales representative in Cleveland and Chicago for the **Crucible Steel Company of America,** retired May 1, after 50 years of service.

B. R. Beers has been appointed assistant general counsel of **Pullman-Standard Car Manufacturing Company.**

Gail E. Spain, vice-president, **Caterpillar Tractor Company,** appointed president of the company's Foreign Trade Group. **W. K. Cox,** manager of sales promotion, named to succeed Mr. Spain, and in turn is succeeded by **L. L. Morgan,** assistant manager of sales promotion. **J. R. Munro,** director of manufacturing for foreign operations, promoted to vice-president.

Alvin H. Barrows, assistant manager of sales, **United States Steel Corporation,** Philadelphia, has been appointed manager of sales, Indianapolis, to succeed **J. Gardner Brooks,** who died May 8.

John A. McGuire has been elected an executive vice-president of **Thor Power Tool Company,** Chicago.

J. Justin Basch has been appointed to the new position of marketing vice president of **Oakite Products, Inc.** Mr. Basch, formerly vice president for research and product development, will now be responsible for sales, engineering, advertising, and marketing research as well.

Thrall Car Manufacturing Company, Chicago Heights, Ill., has announced the appointment of the **Sunset Equipment Company,** 268 Market Street, San Francisco, as Thrall representative on the Western Seaboard.

Don Heaton

Charles A. Mapp

Railway Labor Gets a Challenge

(continued from page 10)

most certainly is not in the long-term interest of the passenger service employees concerned."

He pointed out that NYC employment dropped from 137,000 in 1930 to 60,604 in March, 1958, and added: "Much of this decrease in our labor force has been occasioned by the decline of our passenger services. Our passenger service train-miles today are considerably less than half of what they were in 1930."

Another witness, W. R. McDonald of the Georgia Public Service Commission, said he had a "strong feeling" the railroads had not done their part to brighten the passenger picture—and mentioned specifically their failure to cope adequately with "featherbedding" practices.

Also testifying at the final hearings were Lackawanna President Perry Shoemaker; Rutland Railway President A. T. Danver; and David I. Mackie, chairman of the Eastern Railroad Presidents Conference.

Mr. Loomis summed up the industry's views on the passenger service deficit. The industry is in agreement, he said, on:

- Elimination of the 10 per cent excise tax on passenger travel.
- Vesting the ICC with full authority over discontinuance of obsolete passenger train service.
- Imposition of user charges on airways and other federally-provided airline facilities.

Mr. Loomis noted that various individual railroads favored further measures —e.g., "public support by metropolitan areas" of commuter train losses; exemption of passenger service property and facilities from state and local ad valorem taxation."

Letters from Readers

Erie, Pa.

To the Editor:

Your May 12 issue carried six proposed ads on pages 14 and 15. You asked for comments concerning the ads. The ad on the upper half of page 14 is meaningless to me and if I saw it in a magazine it would not catch my attention. The ad on the upper half of page 15 would catch my attention if the defending team members had their hands tied behind their backs. As the ad exists, it might catch my attention momentarily, but only because I am interested in football. The ad in the lower left corner of page 14 is of interest to me but I doubt that it would catch the eye of people who are not in the railroad business.

The other three ads are excellent. I cannot conceive of anyone who has driven a car on a modern super highway who would not be attracted to the "Canal-Thruway-Railroad" ad. This is a situation which is close to the average automobile driver. It is a situation he is more apt to understand because he has personally observed it. I am sure the average reader would pursue the text to find out what was being said about this situation which is at least reasonably familiar to him.

The average autoist is also familiar with buses and is almost sure to be shocked to find out that a railroad requires three men to do what a bus can do with one.

Unquestionably, any automobile driver knows what traffic congestion is. If the text material of your "Traffic Congestion" ad merely explained that traffic congestion would be possibly quadrupled if all the freight and passengers entering the city came on rubber tires, it is sure to hit home.

Summarizing, I believe your ads should be aimed at the general public and should be built around themes which are clearly understood by the general public because of contact which the public has had with the problem suggested by the theme. Further, assuming that the railroad world, through the AAR or some other similar group, will publish these ads, I believe they should be published in the type of magazine which is read by a large percentage of everyday people. Such publications as Look, Life, Time, Readers Digest, etc., fall into this classification. Most of these magazines seem to have been sympathetic toward the railroad situation and their readers are therefore "primed" for the type of ad you propose to run.

D. W. McLaughlin
Railroad Equipment Sales
Locomotive & Car Equipment Dept.
General Electric Company

Denver, Colo.

To the Editor:

In June 23 issue, page 34 ("24 Hours Faster to California"), we are quite disappointed to find no mention of our route, as we have connections with the Burlington, Rock Island, Santa Fe and in addition the MoPac through Pueblo that are making these West Coast schedules work.

R. K. Bradford
Vice-President Traffic
D&RGW

You Ought To Know...

A compromise agreement on exchange of stock clears the way for the sale of Spokane International to Union Pacific. The compromise was approved in New York State Supreme Court and is subject to ICC approval. In a transaction worth $6 million, majority stockholders in the SI would receive 1.05 shares of UP for each of their shares. The original agreement involved exchange of one share of UP for each 1.1 shares of SI.

A seven-block-long railroad has cited "extreme financial losses" in its plea to abandon operations. Brooklyn, N. Y.'s, Jay Street Connecting Railroad has 3.6 miles of track along the borough's waterfront. The line is used to bring in loaded freight cars from terminals elsewhere in the New York area.

Pullman-Standard has sold 66 acres and six buildings at Pullman Car Works, Chicago, to N. J. Wagner and a group of investors. The buildings will be remodeled and construction of others is planned. This is the fourth and largest real estate sale by P-S during the past year in its program to sell some 108 acres of the 328 in the Pullman Car Works area.

Mail contract for an estimated $246,000 a year to speed deliveries has been signed with the Long Island (RA, May 12, p. 40). Set for four years beginning about Sept. 1, the new contract is expected to yield at least a 6 per cent profit for the LIRR. The line lost $75,000 carrying mail last year.

Over 200,000 pieces of mail urging remedial railway legislation have flooded the U. S. Senate. Sen. Irving Ives of New York alone received over 16,000 cards and letters. Helping to trigger this avalanche are special issues of railway publications urging employee support for the proposed Transportation Act of 1958. Latest of these is Southern Railway's Ties.

The Erie has appealed to cut New York commuter service in off-hours and on holidays and weekends. The proposals would eliminate eleven trains from weekday service as well as 46 trains on holidays and weekends.

Grade crossing accidents are largely the motorists' fault, according to the National Safety Council's Highway-Railroad Crossing Committee. The auto does the hitting in one out of two after-dark accidents and in one out of five in daylight.

Railroads "have been orphaned from our industrial society," Association of Western Railways President Clair M. Roddewig told the Commonwealth Club of California in San Francisco. He pointed out that railroads are subject to government regulation in the fields of taxation, labor relations, social security, accounting, safety, liability to employees for injury, financing, and mergers.

AWR PRESIDENT RODDEWIG

"Gypsy truckers" — and their on-the-spot bargaining methods—are "demoralizing" regulated truck and rail carriage, Maine Central President E. Spencer Miller told the New England Association of Public Utilities and Railroad Commissioners. He also urged reduction of the State of Maine excise tax, which he said cost his road $744,000 last year.

Quantitative export limitations have been removed on rerolling steel rails weighing over 60 pounds a yard. The previous quota was 7,000 short tons quarterly. Certain special provisions for export licensing of rerolling, relaying, and other used rails have also been removed.

Boston's South Station may become the site of a $10-million, 5000-car garage. Proposed is a four-story ramp type garage on steel "stilts" over 400,000 square feet of land adjoining the concourse. Trains would enter the station beneath the garage. Talk of public acquisition of the terminal (with easement rights leased to the railroads) has caused rumors that terminal facilities might eventually be transferred to Back Bay Station.

Nickel Plate has donated a steam 0-6-0 switcher to be part of a children's playland in Canton, Ohio. In making the presentation, Nickel Plate President Felix S. Hales characterized the switch from steam to diesel power as "one of the most remarkable improvements in railroad operations in the history of our industry."

Florida East Coast reorganization may be delayed another year by objections of a group of minority bondholders to an ICC examiner's report. St. Joe Paper Co. and the Alfred I. DuPont estate, whose plan to end the bankrupt line's 27-year receivership was approved by the examiner, had hoped to complete reorganization by January 1, 1959. Now, a St. Joe spokesman says, final ICC action will be delayed "up to a year" because new hearings will be necessary on objections to the plan.

The ladies will have their day on July 9 —and thereafter—between Newark and New York on the Hudson & Manhattan. Fifty new air-conditioned cars will include 10 marked for ladies only during morning rush hours. These will be outfitted with contour seats and coral rose, dove grey, and blossom red fittings. It is claimed the new cars will make the H&M the first fully air-condition rapid transit line in the country.

A bigger subsidy is seen for Staten Island Rapid Transit's passenger-carrying Tottenville branch. The SIRT, a wholly owned subsidiary of the B&O, has been relieved since 1956 of the obligation to pay taxes and other charges to New York City. But, in spite of a recent fare increase, the line's net operating deficit is rising. City Construction Coordinator Robert Moses has told Mayor Wagner that the city must either offer a higher subsidy or agree to discontinue the line, which carried 5 million passengers last year. Buses cannot carry the load, Mr. Moses said.

CLASSIFIED ADVERTISEMENTS

Rates: $10 per column inch (1" deep x 1⅝" wide)
Equipment used or resale acceptable in this section

FOR SALE
REBUILT
RAILROAD CARS FOR INTERPLANT USE
GONDOLAS • BOX • FLAT
ERMAN-HOWELL DIVISION
LURIA STEEL & TRADING CORP.
332 South Michigan Avenue
Chicago 4, Illinois
WEbster 9-0500

Looking for a job? Looking for a man? Use this space to get reliable leads, quicker results

EMPLOYMENT OPPORTUNITIES SECTION

Railway Age
30 Church St.
New York 7, N.Y.

POSITION OPEN

Man wanted with civil engineering education and some practical experience in Railway Engineering. Employer desires person familiar with journal box lubricator pads, etc. Person would take charge of operation. Location Chicago. Salary open. In replying state age, education, experience & references. Box 629, RAILWAY AGE, 79 West Monroe Street, Chicago 3, Ill.

POSITION OPEN

Young man wanted with civil engineering education and some practical experience in railway engineering and maintenance. Writing experience helpful but not essential. Location Chicago. Salary open. In application state age, education and experience. Box 850, RAILWAY AGE, 79 W. Monroe street, Chicago 3, Ill.

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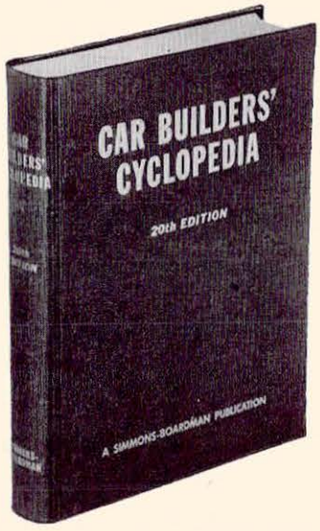
The Car man's top reference book for almost 80 years*



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Couplers and Draft Gears	Dictionary of Car Terms

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Publisher of
RAILWAY AGE • RAILWAY LOCOMOTIVES & CARS
LOCOMOTIVE CYCLOPEDIA

No Let-Up Now!

The late William Allen White, years ago, advised his fellow Kansans to raise more wheat and less hell. This, in substance, is the advice that Senator Smathers has given the railroad industry (RA, June 16, p. 9)—assuming the enactment of his legislative program.

The Senator is right in advising the railroads to go to work to make the most of opportunities given them to improve. But it certainly would be a fatal mistake to assume that the 1958 legislative program is a complete and perfect package. A lot more changes are needed to reestablish the railroads on a firm economic foundation. And the railroads and their suppliers should not let their campaign of public education lose its momentum.

The public has been thoroughly re-awakened to its continuing need for railroad service—and to its interest in allowing the railroads a chance to prosper. But the public's interest can fade away quickly, unless the railroads can contrive to keep themselves in the spotlight—and favorably so. Since so much of the debate of the Smathers program has centered about the issue of competitive rate-making, this is certainly an area in which the public has the right to expect the railroads to act vigorously and imaginatively.

The public also has a right to expect more rapid progress by the railroads in efforts to reduce the "passenger deficit"—by drastic curtailment of hopelessly losing services and the active promotion of those with "growth potential." Looking forward to a revival in business, the public is entitled to expect that railroads will begin to equip themselves for rising traffic just as fast as their improving resources will allow.

But new legislation by Congress, and all that the railroads can possibly do to help themselves, will still leave the railroads with serious handicaps in attaining the rate of prosperity and growth they need. Railroad traffic and railroad improvements are still not keeping pace with America's growth—and America is unsafe militarily and economically as long as this condition persists.

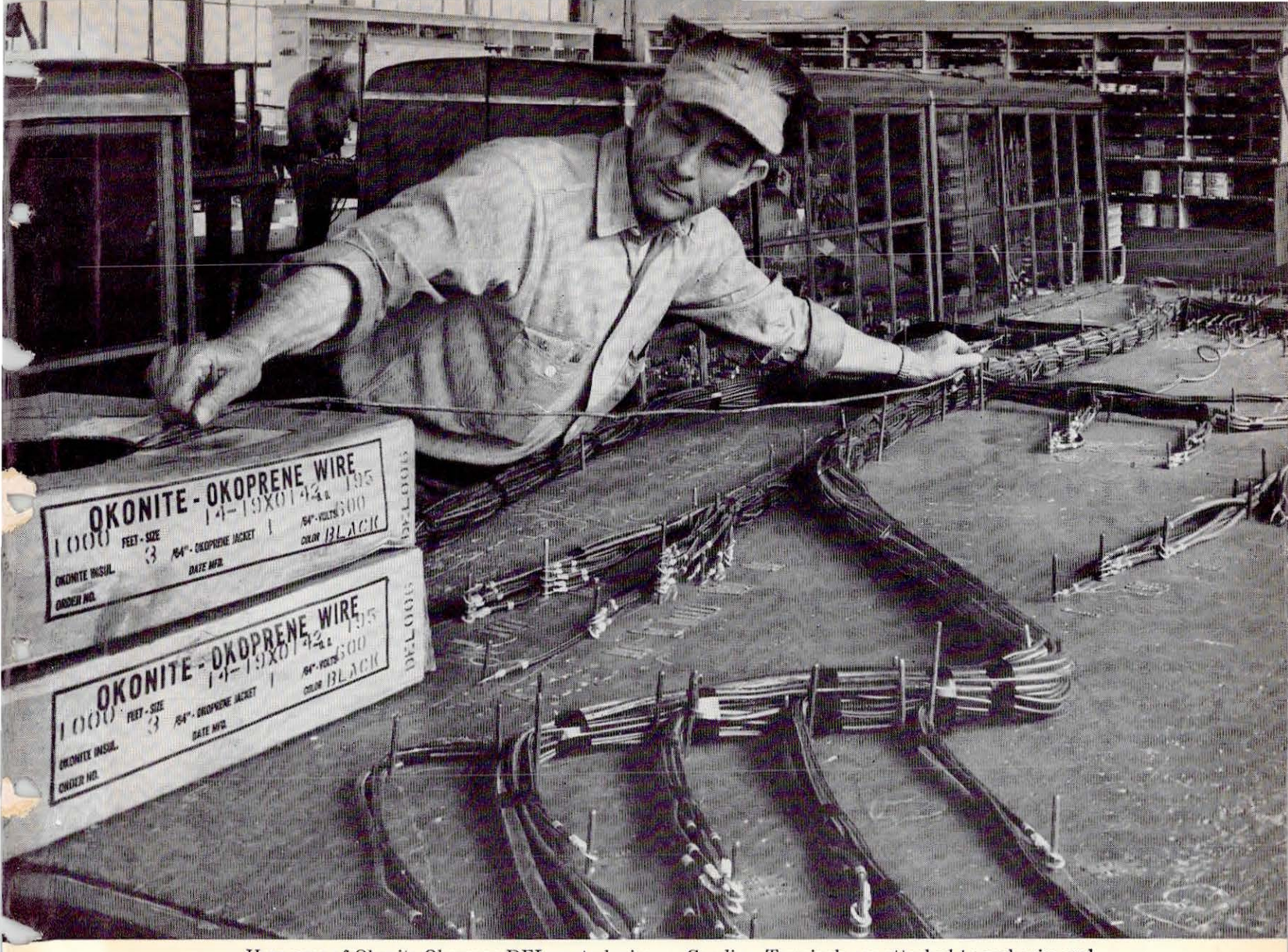
Anybody can understand good service and attractive rates—either present or in prospect. But there are mighty few people who are willing to master the intricacies of comparative regulation and taxation and financing of the various forms of transportation. To attract and hold favorable public attention, therefore, the railroads need to emphasize their service—and their zeal to improve it.

•

The fact that Russia's railroads are being improved so much faster than those of this country—as our Bob Lewis has been pointing out so vividly in these pages—is a far more persuasive argument for further relaxation in regulation and taxation of U.S. railroads than any complaining the railroads might do about specific mistreatment.

Once the people understand that thriving railroads are necessary for national defense and well-being, the people will quickly approve the *means* necessary to railroad health. What the railroads need, in the final analysis, is the same ease of raising investment capital that is now accorded to highway, waterway and airport improvements. America is as much entitled to Model 1958 railroads as it is to 1958 highways, waterways and airports. America needs up-to-date railroads, not only for public convenience and economy but for national safety.

KEEP THE BALL ROLLING!: The 1958 transportation legislative program is a big step in the right direction—but it is only a step. To get completely out of the governmental "time lag" that has enmeshed and retarded them, the railroads must continue relentlessly their program of public education. They need: (1) to do their best with what they have and (2) to picture vividly to the public how attractive their service would be, with more equitable treatment by government.



Harnesses of Okonite-Okoprene DEL control wire for Southern Railway System's Diesel locomotives are shown being assembled around "pegs" on a layout table at the Diesel shop in Spencer, North Carolina. Terminals are attached to each wire and the assembly is taped or laced with twine so that the whole unit can be lifted into position in the Diesels. Larger size wires are handled individually.

How the Southern makes a better harness for a modern Iron Horse

Everything is up-to-date on the Southern Railway System's main line . . . including the insulated cable on its Diesel Electric Locomotives. With its efficiently-operated 8,092 miles of road, Dieselized since 1953, the Southern knows that there is no tougher service installation for an insulated wire or cable than is found on a Diesel locomotive.

Southern engineers use Okonite Diesel Electric Locomotive Cable for Diesel generator leads, lighting systems, motor leads, headlight wiring and cab signal wiring. They find that it best withstands the five main causes of damage in these circuits . . . heat, moisture, oil, mechanical abuse and vibration.

Here is why Okonite-Okoprene DEL Cable meets service requirements best:

- Okoloy-coated conductors provide necessary flexibility, are easy to terminate.
- Okonite insulation gives necessary mechanical strength, elasticity, high electrical values for exceptionally long service life.
- Okoprene sheath is non-flammable, mechanically strong, moisture and oil resistant, able to withstand abrasion, sunlight and temperature extremes.
- Diesel Electric Locomotive constructions are available for both conduit and exposed installations.

Put Okonite DEL Cable to work for you. Write for Bulletin RA-1078, to The Okonite Company, Passaic, N. J.

where there's electrical power . . . there's **OKONITE CABLE**

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6182

T-FIT

TRAFFIC MASTER

gives you TRAFFIC-FITTED control

Large control centers may need several men during seasonal peak periods. But when traffic slackens, two men—or even one man—may well be ample.

Traffic Master is ideal for this kind of operation. From any one of the compact consoles, an operator can take over all, or a part, of the system. Thus Traffic Master lets you fit your manpower to your traffic, holds operating expenses to a minimum.

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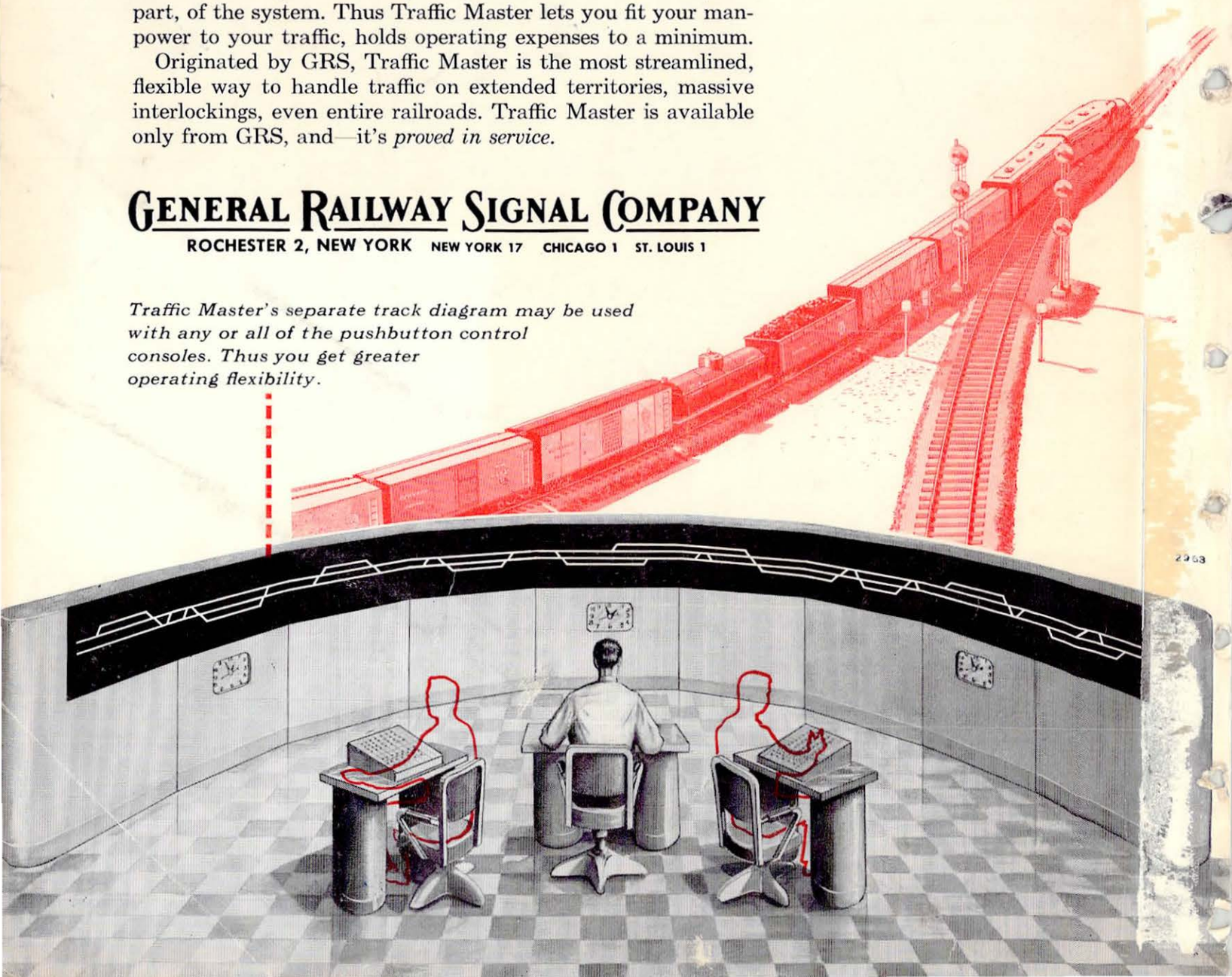
GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, NEW YORK NEW YORK 17 CHICAGO 1 ST. LOUIS 1

Traffic Master's separate track diagram may be used with any or all of the pushbutton control consoles. Thus you get greater operating flexibility.



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